

Research Memorandom 76-2



OBJECTIVES FOR NAP-OF-THE-EARTH FLIGHT

Charles A. Gainer
U.S. Army Research Institute for the Behavioral and Social Sciences

and

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HUMAN ADAPTABILITY AND ORGANIZATIONAL EFFECTIVENESS TECHNICAL AREA

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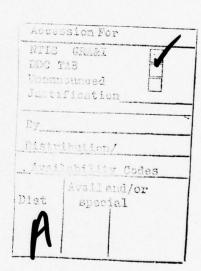
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AIRCREW TASK ANALYSIS AND TRAINING OBJECTIVES FOR NAP-OF-THE-EARTH FLIGHT

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February 1976

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AIRCREW TASK ANALYSIS AND TRAINING OBJECTIVES FOR NAP-OF-THE-EARTH FLIGHT

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The purpose of this study was to assist the Army in identifying and developing potential improvements in nap-of-the-earth (NOE) training at the entry and unit levels. To accomplish this purpose, statements of NOE training objectives were derived, based on a detailed analysis of mission requirements and aircrew tasks, and the most promising methods of improving training to meet those objectives were identified. Part I of this study, published as an ARI Research Report, describes the technical approach and methods of the study, the results obtained, and the conclusions and recommendations. As part of the project, a detailed analysis of the functions and tasks required of Army helicopter crews in NOE operations was performed to provide the essential data base for identifying training requirements, and these detailed task descriptions were analyzed to derive specifications of the training objectives that would have to be met to achieve aircrew proficiency in NOE operations. The results are documented in this report. Part II of the study. Although the task analysis was performed as a means to the specific ends of this project, the results constitute a significant general confribution to the literature on helicopter aircrew performance and will be useful in several other research applications.

TASK ANALYSIS

The aircrew tasks were specified and organized according to the mission phase and segment in which the tasks normally are performed and according to the function that is accomplished by a given set of tasks. Each task is stated in a standard verb-object-modifier form, followed by a brief description of the actions that are required in performing it. Any controls or displays that must be operated or used in performing the task are identified, and the possible control settings or adjustments are listed. The outcome or effect of the task is described in terms of the subsystem response. Each task is classified according to whether it is performed as a continuous activity or as a discrete action. The type of stimulus input to the operator performing the task is listed, and the type of sensory feedback that allows him to determine the adequacy of his response is identified. The possible decision options that the operator can take as a result of the stimulus input and feedback are identified and listed. The criticality of the task performance is rated in terms of whether or not successful performance is vital to the primary mission objective and whether or not the task must be performed at a precisely constrained moment or sequence in time. Finally, the accuracy requirements or other standards of performance effectiveness are specified where such criteria are meaningful and could be determined.

The contingency performance requirements are specified and organized in a different format. Each set of performance requirements is organized according to the source of the emergency, such as a blade strike or a particular type of system failure. Listed first are all of the available cues that can alert the pilot to the presence and nature of the contingency event. These cues are classified by the sensory process (visual, auditory, kinesthetic, etc.) that discerns them and are numbered in order of precedence. The decision options open to the pilot are listed, including any diagnostic decisions he may have to make. The principal considerations that must be taken into account are listed for each option or diagnosis. Finally, the perceptual and motor response requirements are specified. These are the things that the pilot must perceive and do to recognize the presence and nature of the contingency and to deal with it.

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THOI IT IS	YAPS		MARS	PLANNING	INFL IGHT			
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		OPERATOR	DECISION OPTIONS	HOME	моме	RIDGES, CONCEALMENT	ном Е		
		STIMULUS		BRIEF ING ORDEP	BRIEFING ORDER	BRIEF ING ORDER	BRIEF ING ORDER		
		KW FEEDBACK	A OTHER						
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-TASK ANALYSIS-	MISSION FLANNING MAPS/CHAPTS		EQUIPMENT REST.	N/A	И/А	и/А	и/А		
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		NOO	NAME	da.	9	9.44	4		
	LYZE TERRAIN		OPERATOR ACTION	GENERAL OVERVIEW: FRIENCY AREAS, NOSTILE AREAS, ARTY UNITS	IDENTIFIES AND MOTATES FRIEND, V POSITIONS, EMENY LOCATIONS, ARTY POSITIONS, AVOID AREAS	DETERMINES POSSIBLE ANBUSH SITES	STUDY TERRALIN FERAUMES NOTE FLOORING AND THE CHORT ALTHORS INTERPRET CONTOUR LINES VISUALIZE HORIZONTAL PICTURE		
	PREFLIGHT BM MAP STUDY TO AND		MODIFIER			Ачвиѕи	SMBOL		
	MISSION PHASE PREFLIGHT FUNCTION PERFORM MAP STUDY TO ANALYZE TERRATIN	TASK	OBJECT	MAPS	LOCATIONS	SITES	AN .		
-			VERB). SCAN	2. PLOT	3. SELECT	4. EVALUATE		

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		COMMENTS	NATES BELOW SPECIFIED RESULT IN FALLURE OF TIVE	MATES BELOW SPECIFIED RESULT IN FAILURE OF TIVE						
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		REST	~	~						
		OPERATOR DECISION OPTIONS	SEE OPERATOR ACTION	SEE OPERATOR ACTION						
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	11	STIMULUS	BRIEFING ORDER	BRIEFING ORDER						
		EEDBACK A OTHER								
1		3471	`	`						
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E S	SUBSYSTEM	TROL	NONE	NONE						
		CON	3.	ž						
	GHT AND CHECKPOINTS	OPERATOR ACTION	SELECT BEST COURSE IN TERMS OF: CASE OF MAYIGATION-CHECKPOINTS MASKING ABILITY SOMETS NOVIE FERMALIN FAILURES FORCED, MADING AND	SELECT CHECAPOINTS IN TERMS OF: EASY TO LOCATE PROMINENT TERMS. MAN-MODE EGATINES EASY TO DENTIFY DETERMINE PROXIMITY AND QUANTITY						
PREFLIGHT	MINE ROUTE OF FLI	MODIFIER	FLIGHT							
MISSION PHASE	FUNCTION DETE	TASK	ROUTE	CHECKPOINT						
		VERS	1. DETERMINE	2. SELECT						
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		CRIT.	2				
		UPERATOR DECISION OPTIONS	SEE OPE:ATOR ACTION				
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FINAL ANALISIS -		EQUIPMENT RESP.	N/A				
SEGMENT MISSION PLANNING	UBSYSTEM	CONTROL	NOME				
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20 800	וני) שני	OPERATOR ACTION	WAREUER (BATTE) SELECT BOUGHAY, ROUTES, AND WEINED OF OFERATION, 1.E., S.ON FOUR: QUICE OSSIM.				
MISSION PHASE PREFLIGHT	THE WHENER (BALL	MODIFIER	MANEUVER (BATTLE.)				
MISSION PHASE	UNCTION	TASK					
		VERB	1. DETERMINE AREA				

		STATEMENT	PLOTTED COORDINATES BELOW SPECIFIED ACCURACY MAY RESULT IN FAILURE OF	DIGIT COMPINATE HEADING 55 OF THAT DESIRED				
		ACCURACY	TIME: "60 SEC OF ETA (CP TO CP)	DIGIT COORDINATE HEADING #5" OF THAT DESIRED				
		CRIT	2 2					
		OPERATOR	SEE OPERATOR ACTION					
		STIMULUS	88					
		KW FEEDBACK	V A OTHER					
Sis		SK.	21 a					
MISSION PLANNING		COUIPMENT REG	N/A					
SIM THEMS		CONTROL	OPTIONS					
		CON	NAME					
		OPERATOR ACTION	PLAN POSITION TO AFFORD MASKING ABILITY, SUITABLE LANDING AREA, AND MITH CONSIDERATION FOR DISTANTE	FROM FEBA (BATTLE AREA), AND FRIENDLY POSITIONS				
PREFLIGHT	T ATTACK POSITION		MODIFIER					
MISSION PHASE	EEC	TASK	POSITION					
			1. SELECT					

	MISSION PLASE PREFLIGHT SCORET: MISSION PLANING. FUNCTION. SELECT ARIAL OBSENATION POSITIONS (ADPSCO.") SUBSYSTEM. FUNCTION. SELECT ARIAL OBSENATION POSITIONS (ADPSCO.") SUBSYSTEM. FEEDBACK STIMULUS CONTIONS CONTIONS				,					
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		L		ACUALE TO THE OF MEAREST SIX DIGIT COORDINATE TO		ACCURATE TO THE NEAREST SIX DIGIT COORDINATE				
		CRIT	- A	~	~	~				
		OPERATOR	DECISION OPTIONS	MICH UNITS TO PLOT	N/A	V V				
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		EEDBACK								
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	ON POSITIONS (AOPSCOP)	TOTAL SOLD SOLD SOLD SOLD SOLD SOLD SOLD SOL	SELECT MAP DEPICTING ENCAGEMENT	COATES AND IDENTITES POSITIONS OF ENEXONEL, EQUIPMENT, ANTILERY OF ENEW AND RELINGEY FORCES	DITEMENTS WOT FFECTIVE ARRIAL 0852 PARTION POSITION BASED ON FRAUNTION OF TACTICAL STRUKTION	SELECTS CONSIST TO AND COORDINATES OF FIRING POSITION				
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			COMMENTS	FALLURE TO SELECT CORRECT MAR MAY LEAD TO MISSION FALLURE	CORECT DEVITED ON DECORTOR OF ALL FORCES. MONHOWS, CTC. ESSERTIAL TO MISSION SUCCESS.	EFECTIVE ENAUATION REQUIRED TO SELECT BEST ARRIAL FIRING POSITION	INCORRECT PLOT OF FIRMS POSITION WILL LEAD TO MISSION DECAMBATION ON FALLURE		
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		CRIT	RESP	2	2	2	2		
		OPERATOR	DECISION OPTIONS	\$	WHICH UNITS TO PLOT	4/4	N/A		
		STIMULUS	- 1	NAPS	MAP OF ENGAGENENT-AREA	NAP OF ENGAGENENT AREA	MAP OF ENGAGEMENT AREA		
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2		J.	₹	0	0	6	•		
TASK ANALYSIS—		esse Turnelluca	.	N/A	N/A	ИЛ	NA		
	SUBSYSTEM	ROL	OPTIONS	N/A	N/A	N/A	N/A		
		CONTROL	NAME	di .	dhi	МР	45		
	SITION (GUNSHIP)	MOITOR GOTAGOO	Overal on action	SELECT NAP DEPICTING ENGAGDNENT AREA	LOCATES AND LOENTIFIES POSITIONS OF DESCONNEL, COLIPHENT, ARTILLERY OF ENDY AND FRIENDLY FORCES	DETENDINGS MOST EFFECTIVE ARRIAL FIRING POSITION BASED ON EVALUA- TION OF TACTICAL SITUATION	SELECTS COURSE TO AND CORDINATES OF FIRING POSITION		
PREFI IGHT	FUNCTION SELECT AERIAL FIRING POSITION (GUNSHIP)		MODIFIER		ENENT FRIENDLY ARBOR ARTICLERY	ENEMY FRIENDLY ARHOR ARTILLERY	AERIAL FIRING		
	FUNCTION SELEC	TASK	OBJECT	en	POS1T10NS	PQS1T10MS	POS1T10MS		
			VERS	1. SELECT	2. PLOT	3. EVALUATE	4. PLOT		

		COMMENTS	CHECK. STE OF LL: MASSIM: ABILITY OF CHIEF AND CAIT OBSTACLS TO LANGING; OBSTACLES IN APPROACH PATH				
		CRIT. ACCURACY	9				
		OPERATOR					
		STIMULUS	8	BRIEFING DRDER			
S		KAM FEEDBACK	O V V	0			
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		CON	NAME NAME	\$			
	ורונגו)	OPERATOR ACTION	LANDING ZONES LANDING ZONES	IDUNITY AND HOTE POSITIONS ON MAP			
PREFL IGHT	T LANDING ZONE (UT		MODIFIER LANDING	P401%6			
MISSION PHASE	FUNCTION SELECT LANDING ZONE (UTILITY)	TASK	OBJECT ZOVE	20NE		, ,	
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			COMMENTS	FALLURE TO SELECT CORRECT NAD NAT RESULT IN MISSION FALLURE	ACOUNTS TO THE MALLOR TO SELECT EFFECTIVE FORTH POLICE MARKET TO THE MARKET THE TO SELECT CONDUMENT FALLOR THE "30 SEC.			
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		OPERATOR	DECISION OPTIONS	N/A	SEE OPERATOR ACTIONS			
		L	INPUT	VISUAL INSPECTION OF MAPS	MAP OF ENGAGMENT AREA			
		FEEDBACK	A OTHER					
2	11	J.	ØŢ.	0	6			
-TASK ANALYSIS-	SION PLANNING		EQUIPMENT RESP.	N/A	N/A			
	SEGMENT MISSION PLANNING	CONTROL	OPTIONS	N/A	N/A			
		Š	NAME	МАР	di .			
	SEGMENT: MISSION PLANNING		OPERATOR ACTION	SELECTS APPODRIATE NAP DEPICTING Encagement area	ROTS POSSIBLE COMPSES OF ENTRY INTO ENGLÉCIENT BOATE. BOSE SELECTION OF ALSO O'MANIGATION, MASSIME, BILLITY, SOURTES ROATE [TEGALN ELIDES, FROE LANDING, ARRAY, ARTILLERY POSTITONS, AND CHECHOLNIS.			
	PREFLIGHT		MODIFIER		ENTRY			
	MISSION PHASE PREFLIGHT FUNCTION SELECT ENTRY ROUTE	TASK	OBJECT	dth	ROUTE			
			VERB). Select	2. PLOT			

	COMMENTS	FAILURE TO SELECT CORRECT NAP NAT LEAD TO MISSION FAILURE	ACCOMPLIANTE DECLARACITOR OR FAILURE DIGITIVE DIGITIVE OR FAILURE DIGITIVE DIGITIVE OR FAILURE DIGITIVE DIGITI DI DIGITIVE DI DIGITIVE DI DIGITIVE DI DIGITI DI DIGITI DI DIGITI DI DIGITI DI DIGITI DI DIGITIVE DI DIGITI DI DI DI DIGITI DI DI DIGITI DI	
	ACCURACY	N/A	THE COMPONANT OF THE COMPONENT OF THE CO	
	RESP	2	~	
	OPERATOR DECISION OPTIONS	N/A		
	STIMULUS	20	AREA ENGINEENT	
	KEEDBACK			
	> 1035	α	\ o:	-
SUBSYSTEM	EQUIPMENT RESP.	A/r	N/A	
SUBSYSTEM	ROL	N/A	\$	
	CONTROL	мдр	ş	
	OPERATOR ACTION	SELECTS APPROPRIATE MAD DEPLETING ENGAÇMENT AREA	AGT THE WOULD AND THE WOOLE AND THE THE WOOLE AND THE THE WOOLE AND THE THE WOOLE AND	
CT EXIT ROUTE	MODIFIER		TI T	
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		COMMENTS	KLÍGAT PATH KLÍGAT PATH	MUSI CORRECTLY DEFECT AND IDENTIFY WARATIONS IN TROOGING ELEVATION OVER TELEVATION OF THE TROOGING TO THE TR	INCORECT SQUITON TO FLIGHT PATH ALPEAZOS COLOCICO TO SWELS OF ALREMAT WITH OBSTACLES OF OWNESTING OF ALREMAT			
		ACCURACY REQUIRED	N/A	.0011	*10. *50.			
		RESP	~	2	2			
		OPERATOR DECISION OPTIONS	N/A	N/A	NOE LOW LEVEL			
		STIMULUS	179	VISUAL INSPECTION OF MAPS	VISUAL INSPECTION OF MAPS			
		FEEDBACK						
			0	0	0			
MISSION PLANNING		EQUIPMENT RESP.	N/A	N/A	N/A			
SEGMENT MI	SUBSYSTEM	CONTROL	N/A	N/A	N/A			
		CON	MAPS	dy	d T			
SEGMENT: MISSION PLANNING	IT ALTITUDE	OPERATOR ACTION	SELECT MAPS DEPICTING PROPOSED FLIGHT ROUTE FROM BASE TO ENGACEMENT AREA AND RETURN	NOTES TERRAIN ELEVATION VARIANTS Over Flight Path	DETENTINES WALTHUNGES FOR EACH LEG OF THE FLIGHT PATH SOUTH THE SHAPE CONTONE INTERNAL TREASTER ELEVATION OSSALLE CLEARNOR			
PREFL IGHT	FUNCTION DETERMINE MAXIMUM FLIGHT ALTITUDE	MODIFIER	FLIGHT ROUTE	TERRAIN	FLIGHT PATH			
MISSION PHASE	FUNCTION DETER	TASK	NAPS	ELEVATION	ALT17UDES			
		8837	1. SELECT	2. СНЕСК	3. DETERMINE			

	CRIT ACCURACY	DECISION OPTIONS RESP. REQUIRED COMMENTS	N.A 2 N/A WAST SELECT CORRECT WAS DEPICTING LEGIT PATH OF MISSION	N/A 2 ACCUBATE TO THE INCORPECT PLOT HAY RESULT IN MISSION DIGHT CORPORATION TO HELES SIN TO HELES	N/A 2 =10' ELEWATION NUST DETECT. DEPTIFY AND EMALNIE TEMALN FEALURES AFFELTING AIRSPELD	N.A 2 N.A MUST CONSTITUTE AND EVALUATE VALUATE CONDITIONS THAT AFFECT AIRSPEED	N.A 2 1100 LBS NUST CACCURAT WITH ACCURATELY TO OBTAIN WALD ATSSETED DETERMINATION	N/A 2 -60 SECS. OF ETA NUST CORRECTLY IDENTIFY ETA'S	N/A 2 GO-NO GO NUST CONSECTY 251/117 AND EACLURE ATREAM PRODUMENCE DATA UNDER 415550N CONSTRAINS	N/A 2 15 KIS WASTER ARE TO CONSTRAIL IN OWATLOW RELYMN TO LISSIFIC AND WAST ACCUSATE DEEGNATION BASTO ON THIS DATA
	STIMULUS		FLIGHT PATH MAP	FLIGHT PATH MAP	FLIGHT РАТН MAP	WEATHER REPORT	HELOCOPTER, ARMANENT, FUEL, MEIGH, INFORMA- TION	BRIEFING	AIRCRATT PERIORANCE DATA REPORTS	DATA FROM (1) THEOLIGI (7) ABOYL
- CIC	KW FEEDBACK	V A OTHER	` a	0		`	``		, a	· 0
HISSION PLANNING		EQUIPMENT RESP.	A/A	4/4	W/W	N/A	M/A	N/A	N/A	N/A
SEGMENT HIS SUBSYSTEM	CONTROL	OPTIONS	A/A	N/A	N/A	K/A	N/A	N/A	N/A	N/A
	NOO	NAME	d d	d Viv	dAN.	REPORT	CHARTS	OPORD BRIEFING	REPORTS	COMPUTER PLOTTER
SEGMENT: MISSION PLANNING		OPERATOR ACTION	REFERS TO MAD DEPICTING FLIGHT PATH OF MISSION	OTTERNINE DISTANCE OF FACH LEG AND TOTAL FROM BASE TO ENGACIMENT AREA AND RETURN	WOTE TERRAIN FEATURES AFFECTING AIRCRED, CONTONR INTERNAL, AND SPOT ELEVATIONS	NOTE MEATHER CONDITIONS AFFECTING AIRSPEED	DETERMINE GROSS REGORD OF HELICOPTER AS APPLICABLE TO AIRSPEED	CONSTRAINTS OF MISSION	REFER TO ATREBAT REROBMANCE DATA UNDER MISSION CONDITIONS ABOVE	UTILIZING THE INFORMATION GATHERD IN (1) THROUGH (2), CALCUATE REQUIRED AIRSPEED FOR MISSION
		MODIFIER	FRIGHT PATH	FLIGHT PATH LEGS	TERRAIN	WEATHER	AIRCRAFT	MISSION		AIRCRAFT
MISSION PHASE PREFLIGHT	TASK	OBJECT	MAP	DISTANCES	ELEVATION	REPORTS	GROSS WEIGHT	11ME	PERFORMANCE DATA AIRCRAFT	AIRSPEED
		VERB	1. 56.667	2. Pt.0T	3. СМССК	4. CHECK	5. DETERMINE	9. СИЕСК	7. СМЕСК	8. CALCULATE

		-						
		COMMENTS	DEPARTURE TIME MUST BE LARLY ENOUGH TO COMPLITE MISSION IN PRESCRIBED TIME FRAME	TOTAL ENGUET THE MUST ALLOW FOR MARKAL AT MISSION ENAUGHER. LOCATION WITHIN 160 SECS. OF ETA TO THIS POINT	230 SECS. OF ETA TOTAL ENBOURT THE MUST ALLOW FOR TO EACH CHECK. ARRIVAL AT MISSION ENAUGHEN LOCATION POINT WITHIN 60 SECS. OF ETA TO THIS POINT	TOTAL ENGUEE THE MUST ALLOW FOR ARRIVAL AT MISSION ENGACHERIA LOCATION WITHIN +60 SECS. OF ETA TO THIS POINT		
	20000000	REQUIRED		130 SECS. OF ETA TO GACH CHECK-	ED SECS. OF ETA TO EACH CHECK- POINT	:30 SECS. OF ETA		
	1	RESP	2	~	2	~		
	200.000	DECISION OPTIONS	N/A	N/A	N/A	N/A		
	1	INPUT	BRIEFING, PLANNING INFORMATION	VISUAL INSPECTION OF MAPS	VISUAL INSPECTION OF MAPS	VISUAL INSPECTION OF MAPS		
	XW FFEDRACK	AN A OTHER	. 0	\ a	`	`		
MISSION PLANNING		EQUIPMENT RESP.	N/A	N/A	N/A	N/A		
SEGMENT MIS SUBSYSTEM	ROL	OPTIONS	N/ N	N/A	N/A	N/A		
	CONTROL	NAME	۸,۸	MAPS COMPUTER	MAPS COMPUTER			
		OPERATOR ACTION	CALCULATE DEPARTURE THE BASED ON: BREFFILE PREMARITOR PREFIGHT CHECKDIT	COMPUTE ENABLED ON DISTANCE AND ATMORPED TO EACH CHECKNOINT	COMPLIE EMOUTE THE BASED ON DISTANCE AND AIRSPEED TO EACH CHECKOIN!	VERTO THAT ESTIMATES OF DEPARTURE AND EMPORTE THES SESUE! IN MARRIAL AT HISSION EMPERORED. THE POINT AT REQUIRED THE		
PREFLIGHT ULATE ESTIMATES		MODIFIER	DEPARTURE	ENRUITE	EACH CHECKPOINT	MISSION ENGAGEMENT POINT ARRIVAL		
MISSION PHASE PREFLIGHT	TASK	OBLECT	¥.	3 IME	Ä	1146		
		VERB	1. CALCULATE	2. CALCULATE	3. CALCULATE	4. CHECK		

		COMMENTS	MUST SELECT CORRECT MAP AND IDENTIFY FLIGHT PATH	NUST ACCUANTELY CALCULATE DISTANCE BETWEEN CHECKODINTS AND TOTAL DISTANCES	MUST RECOGNIZE AND EVALUATE WEATHER CONDITIONS AFFECTING FUEL CONSUMPTION	NIST EVALUATE ALTITUDE AND ATROPEED COMOTIONS AND THEIR EFFECT ON FUEL CONSUMPTION	WEST INTEGRALE FACESS, OF DISTANCE. WEIGHT ARSPECTS, WANNER AND TAGING TO FIGURE CONSUMETION.			
		ACCURACY	N/A	ACCURATE TO THE NEAREST SIX DIGIT COORDINATE	N/A	N/A	FUEL REQUIRED PLUS 30 MINUTE RESERVE			
		REST	~	~	~	~	2			
		OPERATOR DECISION OPTIONS	N/A	N/A	И/А	N/A	USE COMPUTER PERFORMANCE CHART EDUCATED GAESS?			
		STIMULUS	FLIGHT PATH HAP (VISUAL)	VISUAL (FLIGHT PATH MAP)	VISUAL (WEATHER REPORT)	VISUAL (MAP)	VISUAL (ENGINE PERFORMANCE DATA)			
		FEEDBACK A OTHER								
1		> } }	0	٥.	0	0	0			
STOR PLANKING		EQUIPMENT RESP.	4/A	M/A	н/а	N/A	N/A			
SEGMENT MIS	SUBSYSTEM	TROL	N,A	N/A	N/A.	٧/١	N/A			
		CON	3	d X	REPORT	đ.	CHART			
SECHENT: MISSION PLANNING	ENT	OPERATOR ACTION	REFER TO NAP(S) DEPICTING PROPOSED FLIGHT PATH	CALCUATE DISTANCE LEGS BETWEN CHECKPOHIS AND DETENHE TOTAL DISTANCE COVERED BY MISSION	REVIEW KRATHER DATA FOR CONDITIONS AFFECTING FUEL CONSUMPTION	REVIEW FLIGHT PLAN AND NOTE PONSTAINTS OF ALTITUDE, AIRSPEED, AND THE THAT CORRELATE TO FUEL CONSUMPTION	BASED ON ABOVE DATA AND ENGINE PERCONNEL SPECIFICATIONS, OTTERNING, THE NEED RESERVE FUEL MAXIMAN FUEL ALLOWALE			
PREFLIGHT	MINE FUEL REGUIREM	MODIFIER	FLIGHT PATH	101AL	И ЕАТНЕЯ	FLIGHT PATH	REGULACMENTS			
MISSION PHASE	FUNCTION DETER	TASK	92	DISTANCE	REPORTS	ANT.	FUEL			
		VERB	1. 0868	2. CALCULATE	э. смеск	4. CHECK	s. CACULATE			
	HENT: HISSION PLANNING SEGMENT MISS	SEGMENT SIGNIFIC SIGNIFIC STATES SEGMENT SUBSYSTEM SUBSYSTEM	FUNCTION OFTERINE FULL REQUIREDER! SCREAT BLANCING FUNCTION OFTERINE FUNCTION OFTER FULL REQUIREDER! RESP. TECHNICOL OFTER FULL R	NASTOR PLACE PARTICUL STORICH: NISSION PLANSING STORICH: NISSION PLANSING PARTICUL STORICH: NISSION PLANSING PARTICUL STORICH: NISSION PLANSING PARTICUL STORICH: NISSION PLANSING PARTICUL PARTICUL	HANCOON PHASE PROPERTY AND PROP	HISTOR PLANT STORY DANIES OF EARTON CHICK MAP TO THE DISTANCE LESS BETWEEN CHICK MAP TO THE DISTANCE CHICK MAP TO THE DISTANCE CHICK DISTANCE	STATE STAT	TANK TANK	Part	

	_			1	T	TE -	 T	
	COMMENTS	MIST DETECT. IDENTIFY AND ENAUMIE TACTICAL STUMIUM FROM MAP DISPLAYS AND VERBAL INFORMATION	MIST IDENTIFY AND DETERMINE LOCATION OF TABGET(S)	MOST EVALUATE TARGET DEFENSE CARBILITY ARMANENT	MIST TOCKTON AND DETERMINE LOCATION OF THREAT	HUST EVALUATE THERAT OFFENSIVE CARASILITY AND SELECT MOST EFFECTIVE DEFENSIVE ARMAHENT		
	ACCURACY	N/A	ACCURATE TO THE NICAREST SIX DIGIT COORDINATE		ACCURATE TO THE NEAREST SIX DIGIT COORDINATE			
	CRIT	2	2	2	2	~		
	OPERATOR DECISION OPTIONS			ROCKETS, MISSILES, SMALL APMS-CHOUSE FROM TYPES OF ARMAMENT AVAILABLE	AMBUSH ARMUR PERSONNEL ARTILLERY	ROCKETS, MISSILES, SMALL ARMS-CHOOSE FROM TYPES OF ARMMENT AVAILABLE		
	STIMULUS	(VISU	MAP (VISUAL)	ARMAPENT LIST (VISUAL)	MAP (VISUAL)	ARMAHENT LIST (VISUAL)		
	KEEDBACK	` 0						
252		0	6	0	0	0		=
MISSIGN PLANNING	EQUIPMENT RESP	N/A	N/A	A / A	4/v	N/A		
SEGMENT MIS	FROL	N/A	N/A	N/A	N/A	A/A		=
	CONTROL	N/A	MAP OPORD	CHART TARGET DATA	d W	CHART		
SECMENT: MISSION PLANNING	OPERATOR ACTION	IDENTEY TANGETS, POTENTIAL TARGETS, ENEW AND FRIENDLY FORCE DEPLOTMENT	DETERMINE PRIMARY AND SECONDARY TARGETS	OCTEMINE MOST EFFECTIVE ARMHENT AGAINST SELECTED TRRGETS	IDENTIFY POTENTIAL ENEWS THEENT(S) AND NATURE OF THEENT(S)	DETÜRENE MOST EFFECTIVE ARMAMENT(S) TO COUNTER THREAT(S)		
PREFLIGHT CT ARMANENT		M15510N	M15510N	OFFENSIVE	ENEMY	DEFENSIVE		
MISSION PHASE PREFLIGHT FUNCTION SELECT ARMANENT	TASK	OBJECTIVE	TARGETS	армаме и т	THREAT(S)	ARMANENT		
	0037	. REVIEW	2. SELECT	3. SELECT	4. DETERMINE	5. SELECT		

•			COMMENTS	NUST SELECT PERTINENT NAPS	MUST DETECT. IDENTITY. AND EVALUATE MEATHER MAS DATA	MUST UNCRESTAND AND EVALUATE METHER DATA PRESENTED	MUST RECORD DATA		•
			ACCURACY REQUIRED						
1			RESP	2	o .	~	2		
			O ERATOR DECIS ON OPTIONS	۲ × ×	TIME EFFICTIVE HIGH AL TRUE LOM ALT. TUDE	N,A	N/A		
			STIMULUS	VISUAL (MAP)	VISUAL (MAP)	AUDITORY (BAIEFING) VISJAL (MAP)	VISUAL (REPORT FORM)		
			FEEDBACK	`	` 0	` `	`		
-TASK ANALYSIS-	TON PLANNING		EQUIPMENT RESP.	н/А	1/4	n/A 0	N/A 0		
	SEGMENT MISSION PLANNING	SUBSYSTEM	CONTROL	N/A	N/A	N/A	N/A		
			CON	MAN	МАР	48	REPORT		
	SEGNENT: MISSION PLANNING		OPERATOR ACTION	ACQLIRE MOST RECENT HEATHER MADS	REGIONOS TO DETECT AND ENALURE MENTHER FACTORS AFFECTING MISSION	ATTEND WEATHER BRIFFING BY AIR FOREE WEATHER OFFICE AND FORMARD AREA OPERATIONS CENTER			
	PREFLIGHT	WEATHER	MODIFIER	WEATHER	WEATHER	иелтнея	175-1		
	MISSION PHASE	FUNCTION CHECK WEATHER	TASK		HAPS	BRIEFING	F00e4		
			VERB		2. REVIEW	3. RECEIVE	4. COMPLETE		

		COMMENTS	MUST LOCATE CORRECT SHEETS	MIST MANUALLY COMPLEY WEIGHT AND MIST MANUALLY COMPLEY.	COMPARISON OF DERIVED WIGHT AND BALANCE AND AIRCRAFT LIMITATIONS VALUES MUST BE WITHIN AIRCRAFT TOLERANCE	COMPLETO TOWN MUST ACCURATELY REFLECT ARGRAT CONDITION IN TERMS OF METENT AND BALANCE		
		ACCURACY	N/A	10 (85	WITHIN TOLERANCE			
		RESP	6	6	-	m		
		OPERATOR DECISION OPTIONS	N/A	N/A	N/A	N/A		
		STIMULUS	CHART				·	
	20100133	AT V A OTHER		× 0	`	` 0		
SION PLANNING		EQUIPMENT RESP.	N/A	4/v	W/A	V/F		
SEGMENT MISSION PLANNING		OPTIONS	A/A	A /N	N/A	N/A		
	-	NAME	WEIGHT AND MOMENT INSTRUCTIONS	NE IGHT AND MOMENT MOMENT MOMENT FORM AND RECORD	AIRCGAFT SPECIFICATIONS	METGHT AND BALANCE REPORT		
SEGMENT: MISSION PLANNING ALANCE (UTILITY)		OPERATOR ACTION	REFER TO TREES GIVING METCHT/	USING METERT AND MOMENT TRAILES. COMPATE WEIGHT AND SALANCE OF ATRICAKT	ASCEPTAN THAT LOADING LIMIS AND CG LOCATION ARE WITHIN AIRCRAFT LIMITATIONS	FILL OUT AND FILE WEIGHT AND DALANCE REPORT		
MISSION PHASE PREFLIGHT SEGMENT: MISSI FUNCTION CALCULATE WEIGHT AND BALANCE (UTILITY)		MODIFIER	WEIGHT AND BALANCE	TAKEOF AND ANTICIPATED LANDING	LOADING	WE JGNT AND BALANCE		
MISSION PHASE		TASK	INSTRUCTIONS	ME 16MT	LIMITS	F0.84		
		VERB	1. CHECK	2. COMPUTE	3. CMECK	4. COMPLETE		

			COMMENTS	SELECT APPROPRIATE FLICHT PLAN FORM	ENTER FLIONT PLAN DATA RELATIVE TO COURSE, TIMES, ETC.	FILE/DISTRIBUTE FLIGHT PLAN FORM			
		ACCURACY	REQUIRED	N/A	N/A	N/A			
		CRIT	RESP	3	е .	6			
			DECISION OPTIONS	N/A	N/A	N/A			
		1	INPUT	V I SUAL	VISUAL	V;SUAL			
		FEEDBACK	A V A OTHER	0	Α	`			
- I ADA ANALIDI	SUBSYSTEM	2	EQUIPMENT RESP	N/A	V/A	N/A			
1	UBSYSTEM	ROL	OPTIONS	N/A	N/A	N/A			
		CONTROL	NAME	FLIGHT PLAN	FL IGHT PLAN	FLIGHT PLAN FORM			
SEGMENT: MISSIGN OF ANNIME			OPERATOR ACTION	OBTAIN APPROPRIATE FLIGHT PLAN FORM	ENTER FLIGHT PLAN BATA AS REQUINED	FILE AND/OR DISTRIBUTE FLIGHT PLAN FORM AS REQUIRED			
PAFFI IGHT	FLIGHT PLAN		MODIFIER	FLIGHT PLAN	FLIGHT PLAN	FLIGHT PLAN			
	FUNCTION FILE FLIGHT PLAN	TASK	OBLECT	FORM	£099#	FORM			
			VERB	1. 087AIN	2. COMPLETE	3. DISTRIBUTE FORM			

		COMMENTS		IDENTIFICATION OF CORRECT FREQUENCIES AND CALL STONS RECESSARY TO PREVENT MISSION DEGRADATION OF FAILURE	MAST DOWERT TERRAIN FEATURES PERTURANCE PERTURANCE	WOST DOWNEY TERRAIN FEATURES PERTORNACE PERTORNACE	IDENTITICATION OF POTENTIAL PROBLEMS NECESSARY TO FORMULATE CONTINCENCY FLANS	IDENTITICATION AND ALLOCATION OF DUTIES AND INCOMED TO PRECIDIO DEPARTITIONAL PRINCES AND DESARBATION/FALLORE OF MISSION.	
		ACCURACY							
		RESP.	m	m		3	e	е .	
		OPERATOR DECISION OPTIONS	N/A	N/A	N/A	N/A	SELECT	CHAIN OF COMMAND NAVIGATION DUTIES PILOT DUTIES	
		STIMULUS	N/A	N/A	N/A	N/A	N/A		
		KEEDBACK	`		`				
-23		TASK TASK		0	0	۵	٥		
TASK ANALYSIS		EQUIPMENT RESP.	N/A	N/A	N/A	NA	NA		
	SUBSTSTEM	ROL	N/A	N/A	N/A	N/A	N/A		
		CONTROL	MAPS	REPORTS \$0,1	MAPS	MPS/CHARTS	W W		
SECHENT: MISSION COORDINATION		OPERATOR ACTION	DESCRIBE GENERAL ENRYZELI PATHS FROW BASE TO ENGAGENENT AREA AND RETURN	DESIGNATE BADIO CALL SIGNS AND FREQUENCES TO BE USED DURING MISSION	IDENTIFY OBSTALES, VEGENTION, ELEVATION, OF TERRAIN TO BE FLOW OVER	DESCRIBE LOCATION AND FEATURES Of Cheendon's	DESCRIBE POTENTIAL PROBLEMS Related to Mission	DISTINGUISH FLIGHT DUTIES FOR	
PREFLIGHT	Cuca	MODIFIER	FL 1GHT	RADIO	TERRAIN	,	POSSIBLE	FLIGHT	
MISSION PHASE PREFL	FUNCTION	TASK	ROUTE	CALL SIGNS AND FREQUENCIES	FEATURES	CHECKPOINTS	PROBL EMS	OUTIES	
		VERB	1. DESCRIBE	2. 10EMTEY	3. DESCRIBE	4. IDENTIFY	S. IDENTIFY	6. DESIGNATE	

		SINGRES	Commercial	NONE	IDENTIFICATION OF ACTIONS/PROCEDURES THE REREI OF PREGENCY MAY PREFER AIRCRAFTALINET AND/OR POSSIBLE LOSS OF AIRCRAFT.	DESCRIPTION OF SAFE ENTRY ELT FROM	DENITION OF PASSINGE CONTRAINS WE PETER TRUCKETER A BEGAT BRAINS ENVIOR TO LOSS SF PASSINGE ACTION ENVIOR TO LOSS SF PASSINGE ACTION TO LO		
		ACCURACY	REQUIRED						
		CRIT	RESP	n	-	-	-		
		OVERATOR	DECISION OPTIONS	KA .	N/A	e (N	87.8		
		S	INPUT	N/A	N/A	A/A	N/A		
		KE FEEDBACK	A OTHER						
SiS-		hE ZK	\$1 \$1	0	0	0	0		
TASK ANALYSIS		SOURMENT OF SO	COOL MEN AGA	N/A	WA	NA	н/А		
SEGMENT MIS		CONTROL	OPTIONS	A/A	N/A	N/A	A/A		
		CON	NAME	d.	CHECKL 1ST	CHECKE, 1ST	dOS		
SEGMENT: MISSION COORDINATION	14)		OPERATOR ACTION	DESCRIBE GENERAL FLIGHT PLAN TO INCOMP PASSENCIRS OF DURATION. ALTITUDES, ETC.	INTORN PASSEMERS OF ACTIONS, DUTIES, PROCEDIES IN THE EVENT OF AN ATREBAT EMERGENCY	DESCRIBE REQUIRED PROCEDURES FOR MATERIALE ENTRY/ENTL. DANCIESS OF ROTORS, ETC.	DSSCRIBE PASSENCER CONSTRAINTS RELATIVE TO MOVEMENT SMOKING. BENEVIOR WHILE IN THE AIRCRAFT		
PREFI IGHT	FUNCTION BRIEF PASSENGERS (UTILITY)		MODIFIER	FLIGHT	EMERGENCY	AIRCRAFT ENTRY/	PASSENGER		
	FUNCTION BRIEF	TASK	OBUECT	PLAN	PROCEDURE	PROCEDURE	CONSTRAINTS		
			VERB	1. DESCRIBE	2. DESCRIBE	3. DESCRIBE	4. DESCRIBE		

		COMMENTS	CRITICAL TO SACETY OF PERSONNEL/ CQLIPMENT DURING CHECKOUT	NOT BE IN COMPETE POSITION TO PRECUDE INDOPERENT INHIBITING OF EQUIPMENT TO AN UNSAFE CONDITION	NUST BE IN CORRECT POSITION TO PRECLUDE INDOCERTANT ENERGIZING OF EQUIPMENT TO AN UNSAFE CONDITION	MUST BE IN CORRECT POSTITION TO PRECLUDE INDUSTRIENT ENCOLLING OF EQUIPMENT TO AN UNSAFE CONCILITION	MAST BE IN CORRECT ROSTION TO PRECLUDE AN UNAUTE CONDITION	MATER IN CORRECT POSITION TO PRECLUCE INDUSTRY INVESTING OF EQUIPMENT TO AN UNSAFE CONSTITUN	NOT BE IN COMMET POSITION TO PRECLUCE INCLUSIVE ENERGING OF COLPMENT TO AM UNSAFE CONSTITUTE	
		REGUIRED								
		RES		-	-	-	-	-	-	-
	-	DECISION OPTIONS	SAFETY PINS IN OUT BULLET CATCHER ON-OFF	SMITCH POSITION ON-OFF	SMITCH POSITION ON-OFF	SHITCH POSITION "MARUAL" OR "NOBMAL"	COMPROL POSITION IN OR OUT	SMITCH POSITION INBOARD-DUTBOARD-OFF	SWITCH POSITION	N/A
	1	INPUT	CHECKL 157	CHECKLIST SMITCH POSITION	CHECKL 1ST SWITCH POSITION	CHECKLIST SMITCH POSITION	CHECKLIST CONTROL POSITION	CHECKLIST SMITCH POSITION	CHECKLIST SMITCH POSITION	CHECKL 1ST
	EFFDRACK	AY V A OTHER	D . TACTILE	` 0	`	` o	0	``		3
PREFLIGHT ATRORAGE	1	EQUIPMENT RESP.	N/A	ONBATTERY POWER TO EQUIPMENT OF REMOVE BATTERY POWER TO EQUIPMENT	SELECTS MAIN OR SPARE RWERTER, OR SHUTS OFF POWER TO INVERTERS	SELECTS AUTOMATIC OR MANUAL POWER CONTROL TO BUS	COMPLETES POWER CIRCUIT OPENS POWER CIRCUIT	SELECTS STORES POSITION		
SEGMENT PREFLIGHT	BOIL	OPTIONS	N/A	ON-OFF	SPARE - ON OFF MAIN - ON	MANUAL - ON NORMAL - ON	IN-OUT	INBOARD OF F OUTBOARD	OFF SAFE ARM	
	CONTROL	NAME	ROCKET PODS TURRET	SWITCH	SWITCH	SHITCH	CIRCUIT BREAKER	SWITCH	SWITCH	106 800K
PAGE 1 OF 2		OPERATOR ACTION	CHECK GROUND SAFETY PINS BULLET CATCHER	CHECK BATTERY SALTCH IS IN "OFF" POSITION	CHECK INVERTER SMITCH(S) IN "OFF" POSTITION	CHECK SELECTOR SMITCH IS IN "NORML" POSITION	HECK CIRCUIT BREAKER IS IN "OUT"	MYNG STORES CHECK SMITCH IS IN "OFF" INDOARD-OUTDOARD POSITION	CHECK SHITCH IS IN "OFF"	VISUALLY CHECK LOG BOOK
PREFLIGHT ENTERIOR CHECK	-	MODIFIER	EXTERNAL	PATTERY C	INVERTER	NON-ESSENTIAL C	SIGHT MEMONS CHECK CIRCUIT	MING STORES INBOARD-OUTBOARD	MASTER ARM	
MISSION PHASE PREFLIGHT	TASK	OBLECT	STORES	SMITCH	SMITCH	SELECTOR SWITCH	CIRCUIT BREAKER	SWITCH	SWITCH	FORMS AND PUBLICATIONS
		VERB	1. CHECK	2. CHECK	3. CHECK	4. CHECK	S. CHECK	6. СИЕСК	7. CHECK	8. CMECK

		COMMENTS							
		ACCURACY							
		CRIT.							
		OPERATOR DECISION OPTIONS							
		STIMULUS	TACTILE CHECKLIST	ואכדונה כאנכתנוגד	CHECKL 1ST	אכזונ כאכמוזז	TACTILE CHECKLIST		
		FEEDBACK	TACTILE	TACTILE		TACTILE	TACTILE		
,		3491 > A	0	0	`	· 0	S 0		
PREFLIGHT		EQUIPMENT RESP	POWER TO SYSTEMS	POWER TO INVERTER	INDICATES FUEL QUANTITY D	POWER TO SYSTEMS	POWER TO INVERTER		
SEGMENT	SUBSYSTEM AIRCRAFT	ROL	0FF/ON	OFF/MAIN/ STANDBY	0-1800 LBS	OFF/ON	STANDBY		
		CONTROL	SMITCH	SMITCH	GUAGE	SWITCH	SWITCH		
	PAGE 2 OF 2	OPERATOR ACTION	POSITION DATTER SMITCH TO "ON"	POSTION INVERTER SUITCH TO STANGET	READ FUEL QUANTITY ON GUAGE	0,6.6	OFF		
PREFLIGHT	FUNCTION BEFORE EXTERIOR CHECK	MODIFIER	8.477£8.4	INVERTER	FUEL	8411684	INVERTER		
MISSION PHASE	FUNCTION BEF	TASK	F1178	SATTCA	GUAGE	SHITCH	SALTCH		
		VERB	9. POSITION	10. POS1710W	11. READ	12. POSITION	13. POSITION SHITCH		

· Complete State of the Control of the

TASK		MISSION PHASE	MISSION PHASE PREFLIGHT SEGMENT: FUNCTION EXTERIOR CHECK RIGHT SIDE AH-1G	SEGMENT: AIRCRAFT PREFLIGHT DE AH-16		SEGMENT AI	AIRCRAFT PREFLIGHT							
Code to select Code to the control Code to the c												-		
STATE STAT	VERB	TASK	MODIFIER			OPTIONS	EQUIPMENT RESP.	> SAT	A OTHER		OPERATOR DECISION OPTIONS	RESP.	ACCURACY	COMMENTS
STATES STREAM STREAM STANLIN PARTET DE CONDITION NA NA NA NA NA NA NA	CHECK	CANDPY AND HATCH	AIRCRAFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`		-	N/A	3		VISUAL INSPECTION MUST BE DETAILED ENOUGH TO DETECT AND IDENTIFY EXTERNAL
STATES S	CHECK	ANTENNAS	AIRCRAFT	VISUALLY INSPECT FOR CONDITION	N/A	4 /x	N/A				N/A	6		EQUIPMENT DEFICIENCIES THAT MOULD DEGRADE MISSION PERFORMANCE AND/OR BE SAFETY HAZARD TO PERSONNEL OR EQUIPMEN
Main	CHECK	ROTORBLADE	FORWARD MAIN	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`			N/A			
STATE CHARLE CH	CHECK	P0RT	STATIC	VISUALLY INSPECT FOR CONDITION	A/A	N/A	N/A	`			N/A	6		
Commander Comm	CHECK	2	AMMUNITION		N/A	A/A	N/A				N/A	-		
COMPANIEST CHARGEST STEAMS WAY WAY	CHECK	QUANTITY	FUEL		N/A	A/A	N/A			-	N/A	•		
STORES STATE STA	Y.	COMPARTMENT	HYDRAUL IC	HYDRAULIC MODULES, HYDRAULIC LINES. ECU. FUEL PRESS SENSORS	N/A	N/A	N/A	-			N/A	-		
STORES STROMET VISIDAL INSPECTION CONDITION	CHECK	GEAR	LANDING	VISUAL INSPECTION CONDITION	N/A	N/A	N/A				A/A			
STORES WING. VISSAL INSPECTION CONDITION WA	9. СНЕСК	NIN	AIRCRAFT	VISUAL INSPECTION CONDITION	A/A	N/A	H/A			CHECKL IST	N/A			٠
SCHEEK S	жээнэ	STORES	WING	VISUAL INSPECTION CONDITION	N/A	N/A	N/A	`			N/A	3		
SCREEN TOWAY MARK TOWAY MARK NA	CHECK	SUMP	FUEL	DRAIN FUEL	SUMP DRAIN	CLOSED	HOLDS FUEL RELEASES FUEL		TACTIL	-	N/A			
SCREAN CHORNEL VISUAL INSPECTION CONDITION N/A N/A	CHECK	TRANSMISSION	LOWER AREA	HYDRAULIC, OIL, FUEL, ELECT. LINES, ACCUMULATOR, CONTROLS, SAFETIES	N/A	N/A	N/A				N/A	•		
TRANSMISSION SIGNIT VISUAL INSPECTION CONDITION NA	*	SCREEN	ENGINE	VISUAL INSPECTION CUNDITION	N/A	N/A	N/A		-		N/A	-		
SAMES PLATE CHECK CONTOW ANTENMAS, DEGINE DIL. NA NA NA NA NA NA NA 3 SAMSH PLATE ATRCART CHECK CONTOWN THOSE AND SAFFIES, PAGE	ŏ	TRANSMISSION	RIGHT	VISUAL INSPECTION CONDITION	N/A	N/A	N/A		-		N/A	m		•
SAMES PLATE CHECA CONTON CONTEST NA NA <th< td=""><td>×</td><td>ACCESS</td><td>PYLON</td><td>ANTENNAS, ENGINE DIL</td><td>N/A</td><td>N/A</td><td>IVA</td><td></td><td></td><td>E CHECKLIST</td><td>N/A</td><td>•</td><td></td><td></td></th<>	×	ACCESS	PYLON	ANTENNAS, ENGINE DIL	N/A	N/A	IVA			E CHECKLIST	N/A	•		
ENGINE RIGHT VISUAL INSPECTION CONDITION N/A N/A <th< td=""><td>8</td><td>SMASH PLATE</td><td>AIRCRAFT</td><td>CHECK CONTROL TUBES AND SAFETIES. ROTOR HEAD</td><td>N/A</td><td>N/A</td><td>N/A</td><td>-</td><td></td><td></td><td>N/A</td><td>-</td><td></td><td></td></th<>	8	SMASH PLATE	AIRCRAFT	CHECK CONTROL TUBES AND SAFETIES. ROTOR HEAD	N/A	N/A	N/A	-			N/A	-		
FMG.NE RIGHT VISUAL INSPECTION CONDITION N/A	*3	CHAMBER	PLENUM	VISUAL INSPECTION CONDITION	N/A	N/A	N/A		-	_	N/A			
FUSENGE RIGHT SIDE	×	ENGINE	RIGHT	VISUAL INSPECTION CONDITION	N/A	N/A	n/A				N/A	•		
TAIL PIPE EMGINE VISUAL INSPECTION CONDITION N/A N	×	FUSELAGE	RIGHT SIDE	VISUAL INSPECTION CONDITION	N/A	N/A	11/A		-	-	N/A	6		
COMMENSATION TAIL MOTOR SERVO, ATTACH MATES	*	TAIL PIPE	ENGINE	VISUAL INSPECTION CONDITION	N/A	N/A	N/A				N/A			
ELEVATOR CYNCAMONIZED VISUAL INSPECTION CONDITION N/A N/	×	COMPARTMENT	BATTERY	TAIL ROTOR SERVO, ATTACH BOLTS	N/A	N/A	11/A				N/A	•		
GEAR BOY 42 DEGREE VISUAL INSPECTION CONDITION N/A N/A N/A N/A 0 / / INCITLE CHECKIST N/A	×	ELEVATOR	G3ZINUHDNAS	VISGAL INSPECTION CONDITION	N/A	A/A	N/A				N/A	-		
FIN VERTICAL VISIAL INSECTION CONDITION N/A N/A N/A N/A N/A N/A N/A N/A N/A N/	¥.	GEAR BOX	42 DESREE	VISUAL INSPECTION CONDITION	N/A	N/A	N/A		- 11		N/A	3		
	*3	F 1N	VERTICAL	VISUAL INSPECTION CONDITION	N/A	11/A	N/A		-	-	N/A	6		

	MISSION PHASE	PREFLIGHT	SEGMENT: AIRCRAFT PREFLIGHT		SEGMENT AI	AIRCRAFT PREFLIGHT	2						
	FUNCTION EXTER	FUNCTION EXTERIOR CHECK LEFT SIDE AH-1G			SUBSYSTEM								
	TASK		OPERATOR ACTION	CONTROL	TROL	EQUIPMENT RESP.	ASK ASK	FEEDBACK	STIMULUS	OF ERATOR	CRIT	ACCURACY	COWMENTS
VERB	OBUECT	MODIFIER		NAME	OPTIONS		1	_	- Carlo	2000	2	area area	
CHECK	R010R	TAIL	VISUALLY INSPECT FOR CONDITION	A/A	N/A	N/A	` •	/ TACTILE	CHECKL 1ST	N/A	m		VISUAL INSPECTION MUST BE DETAILED ENOUGH TO DETECT AND IDENTIFY EXTERNAL FOURTHMENT DEFICIENCIES THAT MAN D
2. CHECK	BLADE	AFT MAIN	VISUALLY INSPECT FOR CONDITION	N/A	A/A	N/A	` 0	TACTILE	CHECKL 1ST	N,A	e		DEGRADE MISSION PERFORMANCE AND/OR BE SAFETY HAZARD TO PERSONNEL OR EQLIPME
CHECK	DRIVE SHAFT	TAIL ROTOR	VISUALLY INSPECT FOR CONDITION	N/A	A/A	N/A	`	TACTILE	CHECKL 1ST	N, A			
CHECK	ELEVATOR	SYNC LEFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`	/ TACTILE	CHECKL 1ST	N,A	-		
S. CHECK	TA1L 800M	AIRCRAFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`	TACTILE	CHECKL 1ST	N, A	-		
CHECK	COOLER	001	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	``	TACTILE	CHECKL IST	K, 3	•		
CHECK	SCREEN	ENGINE	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	0	/ TACTILE	CHECKL IST	N/A	9		•
B. CHECK	FILTER	FUEL	DRAIN FUEL	FUEL FILTER	OPEN	HOLD	0	TACTILE	CHECKL 1ST	N/A			
СНЕСК	ENGINE	1411	VISUALLY INSPECT FOR CONDITION	N/A	M/A	N/N	``	TACTILE	CHECKL 1ST	N/A	<u> </u>		
СНЕСК	CHAMBER	PLENUM	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	` 0	/ TACTILE	CHECKL IST	N/A	e		
11. CHECK	TRANSMISSION	LEFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`	/ TACTILE	CHECKL IST	N, A	•		
СНЕСК	PYLON	LEFT	CONTROL TUBES, ROTOR HEAD	N/A	N/A	N/A	`	/ TACTILE	CHECKL 1ST	N/A	<u>n</u>		
СМЕСК	BEACON	AIRCRAFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	0	/ TACTILE	CHECKL IST	V Z	6		
CHECK	MING	AIRCRAFT LEFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	,	/ TACTILE	CHECKL IST	N, A	<u></u>		•
CHECK	STORES	WING	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	0	/ TACTILE	CHECKL 1ST	A/A	9		
CHECK	GEAR	LANDING	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`	/ TACTILE	CHECKL IST	N/A	r.		
CHECK	COMPARTMENT	HYDRAUL IC	MODULES, LINES, 011	N/A	N/A	, A/A	•	/ TACTILE	CHECKL IST	N/A	•		
СНЕСК	FUSELAGE	AIRCRAFT LEFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	•	/ TACTILE	CHECKL 1ST	A/A	· ·		
CHECK	PORT	STATIC	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	`	/ TACTILE	CHECKL 1ST	N/A	e		
CHECK	CANOPY	AIRCHAFT	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	0	TACTILE	CHICKL IST	N/A			
СНЕСК	à	AMMUNITION LEFT	AMMUNITION LEFT VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	0	TACTILE	CHECKL 1ST	N/A	_		
СНЕСК	LIGHT	LANDING	VISUALLY INSPECT FOR CONDITION	N/A	N/A	N/A	0	/ TACTILE	CHECKL 1ST	N/A	-		
23. CHECK	TURRET	AIRCRAFT	VISUALLY INSPICT FOR CONDITION	N/A	N/A	N/A	` '	, TACTILE	CHECKL 1ST	N/A			
	-		The state of the s	WA	4/4	4/4		1111-111	111 22 211	4,4			

		COMMENTS	MUST CORRECTLY IDENTITY ARMERY TYPE MUSSION REQUIREMENTS	MUST CORRECT: IDENTIFY ARMIENT FOR EST HISSION REQUERENTS			
		ACCURACY	AFOOTING TO THE PROPERTY OF TH				
		CRIT	a –	-			
		OPERATOR	DECISION OPTIONS N/A	ИЛА			
		STIMULUS	8	BRIEFING REPORT			
		KEEDBACK	A OTHER				
<u>-</u> 2		SK ZSK	> \ H	0			
TASK ANALYSIS-	COURT THE PARTY OF	EQUIPMENT RESP.	N/A	N/A			
	SUBSYSTEM	ROL	N/A	W/ W			
		CONTROL	NAME NING STORES	MING STORES			
SCONENT. AIGCOART DOSES IGHT	מנמנים: אוערטען נאברוומן	OPERATOR ACTION	VISIGN REQUIREMENT TO MISSION REQUIREMENTS	VISALLY INSECT AND DETERNINE SUFFICERT QUANTITY TO MEET HISSION REQUIREMENTS			
POEE IGHT	ENT CHECK AH-1		MODIFIER	QUANTITY			
	FUNCTION ARMANENT CHECK AH-1	TASK	OBJECT ARMAMENT	АВЧАМЕНТ			
). CHECK	2. СНЕСК			

CORRECT INTERPRETATION NECESSARY TO HISSION SUCCESS CORRECT SET VECESSARY TO MISSION SUCCESS

SELECT CORRECT CHANNEL

CORRECT INTERPRETATION NECESSARY FOR REQUIRED ENSINE PERFORMANCE OFF TO PREVENT EQUIPMENT ACTUATION

	SSION PHASE		PREFLIGHT	SEGMENT:	SEGMENT: AIRCRAFT PREFLIGHT	
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MUST SECURE TO PREVENT LOSS IN FLIGHT

MUST ADJUST TO SIVE FULL CONTROL IN FLIGHT MUST ADJUST TO GIVE FULL CONTROL IN FLIGHT

MUST LATCH TO PREVENT LOSS IN FLIGHT

ACCURACY

MUST SECURE TO PREVENT LOSS IN FLIGHT

MUST HAVE FREE MOVEMENT

MUST HAVE FREE MOVEMENT

MUST ADJUST TO GIVE FULL CONTROL IN FLIGHT

		CRIT	-	8	•	6	m		-	~		8	~	6		m	~	~	~	n	•	6	6	6	•	
		OPERATOR DECISION OPTIONS	OPEN-LATCH	N/A	IN-0UT	UP-DOWN	SNUG-100SE	UN/SECURE	FORE/AFT, LEFT/RIGHT	UP-DOWN	11GHT-L00SE	ON-OFF	IN-DUT	ON-OFF	ON-OFF	ON/OFF/STANDBY	NORMAL /MANUAL	SCREEN/BYPASS/DE-TCE	ON-OFF	ON-OFF	AUTO/OFF	AUTO/AMERGENCY	N/A	UN-OFF	SELECT CHANNEL	N/A
		STIMULUS	CHECKL IST	CHECKL 1ST	TACTILE PEDAL POSITION	TACTILE SEAT POSITION	BELT POSITION	CHECKL IST	CONTROL POSITION	TACTILE CONTROL POSITION	CONTROL POSITION	SMITCH POSITION	TACTILE SWITCH POSITION	SMITCH POSITION	SWITCH POSITION	SWITCH POSITION	SMITCH POSITION	SMITCH POSITION	SWITCH POSITION	SMITCH POSITION	SELECT POSITION	SMITCH POSITION	CHECKL 1ST	SWITCH POSITION	SMITCH POSITION	CHECKL 1ST
		FEEDBACK			TACTILE	TACTILE	TACTILE		TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE			TACTILE	
.		344		,	` .		. 0	`	. 0		0	`		`	`		` 0	. 0	, 0			· 6	`			. 0
INTERIOR CHECK PILOT		EGUIPMENT RESP	OPENS-LATCHES	N/A	POSITIONS TO SELECTED LOCATION	POSITIONS TO SELECTED LOCATION	POSITIONS AS ADJUSTED	OPENS/LATCHES	MONES IN DIRECTION OF FORCE.	MOVES IN DIRECTION OF FORCE	INCREASE/DECREASE	LIGHT ON/OFF	CIRCUIT OR-OFF	POWER ON-OFF	POWER ON-UFF	POWER ON-OFF	POWER ON-OFF		ACTIVATE FORCE GRADIENT	OPEN/CLOSE FUEL VALVE	METERS DIE FLOW THROUGH D HEATER		DISPLAY TEMPERATURE		ECT	DISPLAY READINGS
- 1	SUBSYSTEM	PROL	OPEN-SECURE	N/A	IN-01	UP/DOWN	3SN01-90NS	UN/SECURE	FORE/AFT- LEFT/RIGHT	UP-DOWN	T1GHT-L00SE	ON-OFF	IN-OUT	0N-0FF	ON-OFF	ON-OFF/ STANDBY	NORMAL /MANUAL	SCREEN/BYPASS/ DE-1CE	0N-0FF	0N-0FF	AUTO/OFF	AUTO-EMERGENCY	N/A	0N-0FF	CHANNELS	N/A
		CONTROL	HANDLE	N/A	PEDALS	SEAT	BELT	HANDLE	כאכרוכ	COLLECTIVE	FRICTION	SMITCH	CIRCUIT	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	INDICATOR	SWITCH	SMITCH	INDICATORS
MENT: AIRCRAFT PREFLIGH	AH-1) PAGE 1 OF 2	OPERATOR ACTION	VISUALLY INSPECT AND ACTUATE CONTROL AS REQUIRED																			•				
PREFLIGHT	PILOT INTERIOR CHECK (AH-1)	MODIFIER	N3d0	35001	AFT ROTOR	AIRCRAFT	SAFETY	SECURE	P051710N	P051710N	06.5	0FF	ž.	066	0,616	05.6	NORMAL	SCREEN	NO	966	AS DESTRED	AUT0	FREE AIR	05.5	AS DESTRED	INDICATIONS
	FUNCTION PILOT	TASK	CANOPY	EQUIPMENT	PEDALS	SEAT	3617	CANOPY JETTISON	CYCLIC CONTROL	COLLECTIVE	THROTTLE FRICTION	SWITCH, SEARCH-	AIRCRAFT CIRCUIT	BATTERY SWITCH	GENERATOR SWITCH	INVERTER SHITCH	NON ESSENTIAL BUS NORMAL	ENGINE AIR SMITCH SCREEN	FORCE TRIM SMITCH ON	FUEL SMITCH	ENGINE OIL BYPASS AS DESIRED	GOVERNOR SWITCH	TEMPERATURE	SCAS POWER	105	TWETS MENTS
		8830	CHECK	SECURE	ADJUST	ADJUST	ADJUST	CHECK	хэнэ	хээнэ	ADJUST	CHECK	хэнэ	CHECK	CHECK	CHECK	CHECK	CHECK	CHECK	СНЕСК	СНЕСК	СНЕСК	СМЕСК	CHECK	ADJUST	CHECK
			-	2	ë	4	ú	9	7.	on'	6	0	=	15.	13.	=	.5	10	17.	80	19.	20.	21.	22.	23.	24

NORMAL TO PREVENT INADVERTENT EQUIPMENT ACTUATION

OFF TO PREVENT FIRE HAZARD

UNIT SOP AUTO

OFF TO PREVENT INADVERTENT EQUIPMENT ACTUATION OFF TO PREVENT INADVERTENT EQUIPMENT ACTUATION

OFF TO PREVENT INADVERTENT EQUIPMENT ACTUATION

OFF TO PREVENT POWER DRAIN

	WISSION PHASE	PREFLIGHT	SEGMENT: AIRCRAFT PREFLIGHT		SEGMENT IN	INTERIOR CHECK PILOT	2						
	FUNCTION PILO	FUNCTION PILOT INTERIOR CHECK (AH-1)	AH-1) PAGE 2 OF 2		SUBSYSTEM								
	TASK		MOITON GOTAGOOA	CON	CONTROL	FOLIPMENT REG	H SK	FEEDBACK	STIMULUS	OPERATOR	CRIT.	ACCURACY	SINE
VERB	OBUECT	MODIFIER		NAME	OPTIONS	.	>	V A OTHER	INPUT		RESP	REGUIRED	
26. SET	ž.	ADF POSITION	VISUALLY INSPECT AND ACTUATE CONTROL AS REQUIRED	SWITCH	ADF / VOR	ACTIVATE CHANNEL SELECTOR	0		RMI DISPLAY	ADF/VOR	n		CORRECT SET MECESSARY TO MISSION SUCCESS
27. CHECK	EMERGENCY COLLEG- TIVE HYDRAULIC	. 0ff		SWITCH	ON-OFF	ACCUMILATION-OFF	`	TACTILE	SWITCH POSITION	ON-OFF	· ·		OFF TO PREVENT EQUIPMENT ACTUATION
28. CHECK	MING STORES JETTISON	OFF		SHITCH	ON-OFF	ARMS-SECURES JETTISON	` 0	TACTILE	SWITCH POSITION	ON-OFF			OFF TO PREVENT EQUIPMENT ACTUATION
29. CHECK	COMPASS SLAVE SMITCH	MAGNETIC	•	SWITCH	DG-MAG		0	TACTILE	TACTILE SWITCH POSITION	DG - MAG			
30. SET	CL0C*			CLOCK	TIME	DISPLAYS TIME	0		TIME DISPLAY	0000-2400	•		MUST SET CORRECT TIME FOR MISSION SUCCESS
31. SET	WEAPONS SELECT	ВОТН	*	SWITCH	LT. RT. ВОТН	SELECTS WEAPONS	`	TACTILE	SWITCH POSITION	ιт, ят, вотн	•		MUST SELECT APPROPRIATE MEAPON FOR MISSION SUCCESS
32. SET	MASTER ARM SWITCH	06.6		SWITCH	ARM/SAFE/OFF	ARM/DISARM WEAPONS	` 0	TACTILE	TACTILE SWITCH POSITION	ARM/SAFE/OFF	e		OFF TO PREVENT WEAPON FIRING
33. SET	SUN/PILOT CONT. SWITCH	AS DESIRED		SWITCH	GUNNER/PILOT	SELECT WEAR FIRE POSITION	•	TACTILE	TACTILE SWITCH POSITION	GUNNER/PILOT	۳		
34. SET	POINT/AREA SMITCH AS DESIRED	H AS DESTRED		SWITCH	POINT/AREA	TURRET OSCILLATION	` 0	TACTILE	TACTILE SWITCH POSITION	PO141/AREA	e		
35. SET	WING STORES JETTISON	907н		SWITCH	00T/IN/B0TH	SELECT JETTISON MODE	` 0	TACTILE	TACTILE SWITCH POSITION	OUT/1N/B0TH	-		ASSURE ALL WEAPON JETTISON IN EMERGENCY
36. SET	ROCKET PAIR SELECTOR	ONE	•	SWITCH	1, 2, 4, 7, 19	1, 2, 4, 7, 19 SELECT ROCKETS TO BE FIRED	`	TACTILE	TACTILE SHITCH POSITION	1, 2, 4, 7, 19	· ·		
37. SET	WING STORES ARM	OFF		SWITCH	0FF/1N/0UT	ARMS/SECURES WING STORES	`	TACTILE	SWITCH POSITION	0FF/1N/OUT	e .		OFF TO PREVENT WEAPON FIRING
38. СНЕСК	FM RADIO	OFF AND SET		FM RADIO	ON-OFF; SET	DISPLAY ON-OFF	` 0		CHECKLIST	ON/OFF - SET	3		MUST ADJUST TO CORRECT FREQUENCIES
39. СНЕСК	PITOT HEAT SMITCH OFF	H OFF		SWITCH	ON-OFF	HEAT ON-OFF	`	TACTILE	SWITCH POSITION	ON/OFF	<u> </u>		FAILURE TO ACTUATE ON WHEN REQUIRED COULD RESULT IN INSTRUMENT ERROR OR NON RECORD
40. CHECK	RAIN REMOVAL	06.6		SWITCH	OFF/RR/ECM	ACTIVATES ECM	` 0	TACTILE	TACTILE SWITCH POSITION	OFF/RR/ECM	е .		
41. PULL	CONTROL	HEAT OR VENT		HANDLE	PUSH/PULL	OPEN/CLOSE	` 0	TACTILE	SMITCH POSITION	PUSH/PULL	e		
42. ADJUST	VENTS	AS DESIRED	,	HANDLE	PUSH/PULL	OPEN/CLOSE	0	TACILE	SWITCH POSITION	FULL OPEN/CLOSED	e.		
43. CHECK	UHF RADIO	OFF AND SET	OFF/T/R/T/RG/ADF PRESET/MAN/GD	UHF RADIO	ON-OFF; SET	DISPLAY ON/OFF.	` 0		CHECKL IST	ON/OFF - SET	3		MUST ADJUST TO CORRECT FREQUENCIES
44. CHECK	TRANSPONDER	OFF AND SET	VISUALLY CHECK, SET AND/OR ADJUST	SWITCH	ON-OFF; SET		, 0		CHECKL 1ST	0M/0FF - SET	3		MUST ADJUST TO CORRECT FREQUENCIES
45. CHECK	ADF	066		SWITCH		DISPLAY ON/OFF.	`	TACTILE	SWITCH POSITION	ON/OFF	~		
46. ADJUST 47. ADJUST	INSTRIMENT LIGHTS CONSOLE LIGHTS	AS DESTRED AS DESTRED		RUTARY	BRIGHT/DIM BRIGHT/DIM				VISUAL DISPLAY	FULL BRIGHT TO OFF FULL BRIGHT TO OFF	n n		
48. CHECK	BEACON LIGHT	0,6 F		SWITCH	ON-OFF	LIGHT ON/OFF	`	TACTILE	SMITCH POSITION	ON/OFF	-		
49. SELECT	POSITION LIGHTS	AS DESIRED		SWITCH			` 0	TACILE	SWITCH POSITION	ON/OFF - SELECT	•		
50. CHECK	DC CIRCUIT BREAKER	N.		SWITCH		/CL0SED		TACTILE	SMITCH POSITION	IN/OUT	e .		
S1. ACTUATE	COCKPIT LIGHT	966		SWITCH	ON-OFF	LIGHT ON/OFF		TACTILE	TACTILE SWITCH POSITION	ON/OFF	~		

FUNCTION COPILOT INTERIOR CHECK (AH-1)) PAGE 1 OF 2		SUBSYSTEM								
Yasac	MOLECULA ACTION	CONTRO	TROL	FOUIPMENT RESO	To Sk	FEEDBACK	STIMULUS	OPERATOR	CRIT	ACCURACY	COMMENTS
VISUALLY CHECK	CK, SET AND/OR ADJUST	NAME HANDLE	OPTIONS OPEN/CLOSE		> \	V A OTHER	CHECKL IST	OPEN/CLC'SE	2 ~	O Principal	CHECKLIST ITEMS ARE MADE TO ASSURE
KKCCTO		N/A	N/A	N/A	`		CHECKL IST	N/A	m		IN PREPARATION TO ACTIVATE ALACRAFT
		PEDALS	1N/001	MOVE TO SELECT POSITION D	`	TACTILE	POSITION, CHECKLIST	ADJUST "IN" OR "OUT"	2		
		86.175	LOOSE, SMUG	MOVE TO SELECT POSITION D	`	TACTILE	POSITION, CHECKL IST	ADJUST SYUG/LOOSE			
		10CK	OPEN/CLOSE	MOVE TO SELECT POSITION D	`	TACTILE	POSITION, CHECKLIST	LOCK/UNLOCK	6		
		HANDLE	OPEN/SECURE	SECUKE/OPEN CANOPY D	`		POSITION, CHECKLIST	ENABLE/SECURE			
		SWITCH	ON/UFF	ENGAGE POWER D	5	TACTILE	SWITCH POSITION	POWER ON/OFF	-		
		SWITCH	AIR/SCREEN/DE-	SCREEN OPEN/CLOSED D BLEED AIR OPEN/CLOSED	`	TACTILE	SWITCH POSITION	BYPASS/SCREEN/DE-1CE	-		•
		SWITCH	ON/OFF	ACTIVATE FORCE TRIM 0	`	TACTILE	TACTILE SWITCH POSITION	ON/OFF	n		
		SWITCH	ON/OFF	INSTRUMENT LIGHTS OFF D	`	TACTILE	SMITCH POSITION	INSTRUMENT LIGHTS ON/	-		
		SWITCH	AUTO/EMERGENCY	AUTO/EMERGENCY ENABLE/DISABLE GOVERNOR D	`	TACTILE	SWITCH POSITION	AUTO/EMERGENCY	3		
		SWITCH	ON/OFF	0	`	TACTILE	SWITCH POSITION	0N/OFF			٠
		HANDLE	FULL OPEN/ CLOSE	ADJUST AIR FLOW D	5	TACTILE	SNITCH POSITION	AMOUNT OF AIR FLOW	-		
		INDICATOR		MAG HEADING D	`		IND. DISPLAY	N/A	3		
		SWITCH	ON/OFF	CHARGE HYDRAULIC ACCN. D	`	TACTILE	TACTILE SWITCH POSITION	ON/OFF HYDRAULIC POWER	-		•
		SWITCH	ON/OFF	ENABLE/SECURE JETTISON D	~	TACTILE	SMITCH POSITION	EMABLE/SECURE	-		•
		SWITCH	SELECT	ENABLE SELECT CHANNELS D	7	TACTILE	SWITCH POSITION	SELECT CHANNELS	3		
		SWITCH, DIAL	SELECT	ENABLE SELECT FREQUENCY O	`		SWITCH POSITION	SELECT FREQUENCIES	-		
		INDICATORS	SCALE RANGE	N/A D	~		IND. DISPLAY	N/A	6		
		INDICATOR	SCALE RANGE	ALT READOUT D	`		IND. DISPLAY	4/A	3		
		MORROR	ADJ. RANGE	N/A 0	>		POSITION	RANGE OF VIEW	-		
		SIGHT	STOW/UNSTOW	N/A 0	~	TACTILE	POSITION	STOW/UNSTOW	-		
		100%	ENGAGE/DIS- ENGAGE	ENABLE MOVEMENT D	`	TACTILE	POSITION	LOCK/UNLOCK			
		LEVER	ENGAGE/OPEN	ENABLE MOVEMENT D	`	TACTILE	POSITION	ENGAGE/OPEN	•		,

	CRIT ACCURACY	IONS RESP. REQUIRED COMMENTS	3 CHECKLIST ITEMS ARE MADE TO FLIGHT READINESS OF AIRCRAF	3 SYSTEM STATEMENT ON TO ACTIVATE			7 LEVEL 3							IRING 3	·				
	OPERATO	DECISION OPTIONS	UP/DOWN	SELECT WEAPON	RANGE SCALE	11. 12	SELECT INTENSITY LEVEL	IN/OUT	SELECT PILOT/COPILOT	CLEAR/UNCLEAR	OFF/IN/OUTBOARD	POINT/AREA	0N/0FF	ENABLE/SECURE FIRING	N/A	ENABLE/SECURE	LIGHT ON/OFF	RANGE OF COUNTER	
	STIMULUS	INPUT	POSITION	TACTILE SWITCH POSITION	SWITCH POSITION	SMITCH POSITION	IND. DISPLAY	SHITCH POSITION	SMITCH POSITION	SWITCH POSITION	SMITCH POSITION	SWITCH POSITION	TACTILE SMITCH POSITION	TACTILE SWITCH POSITION	CHECKL IST	SWITCH POSITION	TACTILE SWITCH POSITION	DIAL DISPLAY	
	FEEDBACK	V A OTHER		TACTILE					TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE		TACTILE	TACTILE		
	34	>	0	0	0	0		•	`	0	`	0	0	0	0	0	`	0	
AIRCRAFT PREFLIGHT	2000	EGUIPMENT RESP	N/A	ENABLE SELECT WEAPON	ENABLE SELECT RANGE	SELECT + 1LAMENT	VARIES BRIGHTNESS	RG COMPENSATION	ENABLE PILOT/COPILOT	ENABLE SELECT FUNCTION	ENABLE SMLECT WEAPON	ENABLE SELECT FUNCTION	ENABLE SELECT FUNCTION	ENABLE SELECT FUNCTION	N/A	EMGAGE/SECURE ENABLE SELECT FUNCTION	ENABLE SELECT FUNCTION	DISPLAYS SETTING	
SUBSYSTEM	CONTROL	OPTIONS	UP/DOWN	SELECT	RANGE SCALE	11: 42	INTENSITY	IN/OUT	ON/OFF	CLEAR/UNICEAR	0FF/1N/0UT	POINT/AREA	ON/OFF	ON/OFF/COVER DOWN	N/A	ENGAGE/SECURE	ON/OFF	01 - 1001	
SEG	S																		
SEG	0	NAME	SHIELD	SHITCH	8000	SWITCH	DIAL	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	SWITCH	TRIGGER	N/A	SWITCH	SWITCH	DIAL	
(AH-1) PAGE 2 OF 2					, KN08	SHITCH	- 0.1AL	SWITCH	HJ11CH	SWITCH	SWITCH	SMITCH	SWITCH	TRIGGER	A/K	SWITCH	SWITCH	1910	
(AH-1) PAGE 2 OF 2		NAME	VISUALLY CHECK, SET AND/OR ADJUST SHIELD AS MECESSARY	SMITCH	RANGE CONTROL " KNOB		AS DESINED - DIAL		•	AS DESIRED - SMITCH	OFF - SWITCH	•	AS DESIRED	OPEN COVERED " TRIGGER	BREAKOUT " N/A		COCKPIT	APPRINTION - DIAL	
PAGE 2 OF 2		OPERATOR ACTION NAME	VISUALLY CHECK, SET AND/OR ADJUST SHIELD AS MECESSARY		,			•		•		POINT/AREA SWITCH AS DESIRED . SWITCH				JETTISON SYSTEM CANODY			
(AH-1) PAGE 2 OF 2	TOTAL BOAT BANK	MODIFIER OPERATOR ACTION NAME	VISUALLY CHECK, SET AND/OR ADJUST SHIELD AS MECESSARY	SMITCH	RANGE CONTROL		AS DESIRED	AS DESIRED	•	AS DESIRED		•	AS DESIRED	OPEN COVERED	BPEAKOUT	CANOPY	COCKPIT	AMOUTTON	

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1							-TASK ANALYSIS	S						
		MISSION PHASE PREFLIG	PREFLIGHT T ENGINE	PAGE 1 OF 2		SEGMENT SY SUBSYSTEM	SYSTEMS CHECKS							
L		TASK			CON	CONTROL			FEEDBACK	STIMILLIS		100	ACCUIDANCE	
	VERB	OBLECT	MODIFIER	OPERATOR ACTION	NAME	OPTIONS	EQUIPMENT RESP.	V A	A OTHER	INPUT	DECISION OPTIONS	RES	REQUIRED	COMMENTS
	POS1710N	SMITCH	BATTERY	POSITION SHITCH ON	SWITCH	0FF/0N	ENABLE BATTERY POWER	` 0	TACTILE	CHECKLIST SWITCH POSITION	ON/OFF	-		
~	2. CHECK	VOLTMETER	READING	VERIFY BATTERY POWER 22VDC (MIN)	INDICATOR	15-24	DISPLAYS VOLTAGE VALUE	`		CHECKL IST INDICATOR READ	N/A	-	ABOVE 22 VOLTS	ERROR MAY RESULT IN SYSTEM MALFUNCTION
e,	P05:T10N	SMITCH	RPM AUDIO	POSITION SMITCH TO "OFF"	SMITCH	OFF/ON	AUDIO OFF/ON	0		CHECKL IST SMITCH POSITION	OM/OFF	-		NOISE WILL ALSO CAUSE REACTION
*	4. POSITION	SWITCH	CHIP DETECTOR	SWITCH TO "TEST"	SWITCH	NORMAL/TEST	LIGHT ON	0		CHECKL IST SMITCH POSITION		-		
ý	POS1710N	SMITCH	GOVERNOR RPM	POSITION SWITCH TO "DECREASE" FOR	SWITCH	INCR/DECR/ NORMAL	INC/DEC/HOLD	`		CHECKL IST SWITCH POSITION	INCREASE/DECREASE OR RELEASE	-	\$ 0 SECONDS	
٠	POSITION	THROTTLE		SET THROTTLE TO FLIGHT JOLE	THROTTLE	OPEN/CLOSED/ IDLE	INCREASE ENGINE POWER	`	TACTILE	CHECKL IST SWITCH POSITION	CLOSE TO FULL OPEN TO	-		ERROR MAY RESULT IN SYSTEM DAMAGE
7.	7. POSITION	SMITCH	FUEL	POSITION SMITCH TO ON	SWITCH	ON/OFF	ENABLE FUEL FLOW	` 0		CHECKL IST SMITCH POSITION	ON/OFF	-		ERROR MAY RESULT IN SYSTEM DANAGE
66	8. СНЕСК	LIGHT	MASTER CAUTION	LIGHT TEST ON, OFF	INDICATOR	ON/OFF/TEST	DISPLAY	`		CHECKLIST SMITCH POSITION	TEST ON/OFF	1/8		ERROR MAY RESULT IN SYSTEM DANAGE
6	СНЕСК	LIGHT	RPM MARNING	LIGHT TEST ON, OFF	INDICATOR	ON/OFF	DISPLAY	`		CHECKL IST SMITCH POSITION	N/A	e		ERROR MAY RESULT IN SYSTEM DAMAGE
10.	CHECK	PANEL	CAUTION	CHECK FOR 10 LIGHTS, RESET	INDICATOR	ON/OFF/TEST	DISPLAY	`		CHECKL IST SMITCH POSITION	N/A	3/1		ERROR MAY RESULT IN SYSTEM DAMAGE
É	CHECK	ROTOR BLADES	CLEAR	VISUALLY CHECK FOR OBSTRUCTIONS	A/A	N/A	N/A	0		CHECKL IST	N/A			ERROR MAY RESULT IN DAMAGE TO BLADES AND/OR PERSONNEL INJURY
12.	CHECK	PEADING	VOLTMETER	VISUALLY CHECK 22 VDC (MIN)	VOLTMETER	15-24	DISPLAY	0		CHECKL 1ST	N/A			
Ę	SNERGIZE	TR165ER	START	DEPRESS START TRIGGER	TRIGGER	0N/0FF	ENABILE ENGINE STARTER	0	TACTILE	CHECKLIST SMITCH POSITION	ENCAGE/DISENCAGE	-		
ž	MUNITOR	TEMPERATURE	153	OBSERVE TEMPERATURE BUILDUP	INDICATOR	000 - 1000	DISPLAY ENGINE GAS TEMPERATURE	`		CHECKL IST DISPLAY		-		ERROR MAY RESULT IN ENGINE DAMAGE
15.	40N110R	£	2	OBSERVE RPM BUILDUP	INDICATOR	2001 - 20	DISPLAY NG RPM	` 0		CHECKLIST DISPLAY		-		ERROR MAY RESULT IN ENGINE DAMAGE
16.	MONITOR	VOLTMETER	READING	15 VDC MIN	INDICATOR	15 - 30	DISPLAY VOLTAGE VALUE	`		CHECKLIST DISPLAY		-		ERROR MAY RESULT IN ENGINE DAMAGE
17.	CHECK	כרסכא		OBSERVE	CL0CK			`						
19.	CHECK	BLADE	MAIN ROTOR	OBSERVE ROTATION	11/A	N/A	N/A	`		CHECKL IST	N/A	е .		ERROR MAY RESULT IN DAMAGE TO BLADES AND/OR PERSONNEL INJURY
-6	POSITION	CONTROL	COLLECTIVE	POSITION CONTROL FULL DOMN205	COLLECTIVE	UP-DOWN	POSTITION MR BLADES (TORQUE)	`	TACTILE	CHECKLIST, CONT. POSITION	UP-DOWN	-		ERROR MAY RESULT IN DAMAGE TO BLADES AND/OR PERSONNEL INJURY
20.	POS:T10N	CONTROL	CYCLIC	"CENTER" CYCLIC CONTROL 20%	CYCLIC	FORE/AFT-LEFT/ RIGHT	FORE/AFT-LEFT/ POSITION ROTOR ATTITUDE	`	TACTILE	CHECKLIST, CONT. POSITION	FORE/AFT-LEFT/RIGHT	-		ERROR MAY RESULT IN DAMAGE TO BLADES AND/OR PERSONNEL INJURY
21.	DE-ENERGIZE TRIGGER	ETRIGGER	STARTER	RELEASE STARTER AT 401 N	TRIGGER	CN/OFF	SECURE ENGINE STARTER	` 0	TACTILE	CHECKL IST CONT. POSITION	ENGAGE/DISENGAGE	-		EPROR MAY RESULT IN ENGINE DAMAGE
22.	POS1710N	SWITCH	GENERATOR	POSITION SMITCH TO ON	SWITCH	ON/OFF	ENABLE GENERATOR	`		CHECKLIST CONT. POSITION	ON/OFF	-		ERROR MAY RESULT IN SYSTEM MALFUNCTION
23.	POS1710N	SMITCH	INVERTER	POSITION SWITCH TO MAIN	SMITCH	MAIN/OFF/ STANDBY	ENABLE INVERTER	`		CHECKL IST CONT. POSITION	MAIN/OFF/STANDBY	-		ERROR MAY RESULT IN SYSTEM MALFUNCTION
₹.	CHECK	OIL PRESSURE	ENGINE AND	DBSERVE PRESSURE AND TEMPERATURE RISING	INDICATOR	25-100, 50-93°	75-100, 50-93° DISPLAY OIL PRESSURE	· ·		CHECKLIST DISPLAY	N/A	-		ERROR MAY RESULT IN ENGINE DAMAGE

		COMMENTS				ERROR MAY RESULT IN ENGINE DAMAGE	ERROR MAY RESULT IN ENGINE DAMAGE	ERROR MAY RESULT IN ENGINE DAMAGE	ERROR MAY RESULT IN ENGINE DAMAGE	ERROR MAY RESULT IN ENGINE DAMAGE	ERROR MAY RESULT IN ENGINE DAMAGE	ERROR MAY RESULT IN ENGINE DAMAGE			
		ACCURACY	REGOINED												
		CRIT	2		m	-	-	-	-	-	6				
		OPERATOR	DECISION OF HONS		N/A	CLOSE TO FULL OPEN	N/A	N/A	N/A	N/A	NIA	N/A			
		STIMULUS	INPUT	CHECKLIST DISPLAY	CHECKL IST DISPLAY(S)	CHECKL 1ST CONT.	CHECKLIST DISPLAN	CHECKL IST DISPLAY	CHECKLIST DISPLAY	CHECKLIST DISPLAN	CHECKLIST DISPLAY	CHECKLIST DISPLAM			
		EEDB CK	A OTHER			TACTILE									
2		SK.	>	0	0	0	0	0	0	0	0	•			
SYSTEMS CHECKS		EQUIPMENT RESP.		-100° DISPLAY OIL TEMPERATURE D ./	DISPLAY	FULL OPEN/ ENABLE ENSINE POWER CLOSE FLT IOLE	DISPLAY NG RPM	DISPLAY NP RPM	DISPLAY OIL PRESSURE AND TEMPERATURE	DISPLAY FUEL PRESSURE	DISPLAY CAUTION LIGHTS	DISPLAY MASTER LIGHT			
SEGMENT SYS	SUBSYSTEM	ROL	OPTIONS	30-70, -100°		CLOSE FLT IDLE	0 - 6800	0 - 100x		S - 30 PSI	0N/0FF	0N/0FF			
		CONTROL	NAME	INDICATOR	INDICATOR(S)	THROTTLE	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR			
	PAGE 2 0F 2	OPERATOR ACTION			VISUAL CHECK FOR ALL INSTRUMENTS OPERATIONAL	SET THROTTLE TO "ENGINE IDLE"	OBSERVE INCREASE IN RPM	OBSERVE INCREASE IN RPM	OBSERVE PRESSURE AND TEMPERATURE RISE	OBSERVE PRESSURE IN TOLERANCE	CHECK FOR LIGHTS OFF	CHECK FOR LIGHT OFF			
PREFL IGHT	ENGINE		MODIFIER		ALL	ENGINE	92	9			MASTER CAUTION	MASTER CAUTION			
SOUNDHASE	FUNCTION START ENGINE	TASK	OBLECT	OIL TEMPERATURE	INSTRUMENTS	THROTTLE	Ka	ž.	DIL PRESSURE AND ENGINE AND TEMPERATURE TRANSMISSION	PRESSURE	PANEL	LIGHT			
				25. CHECK	26. CHECK	27. POSITION	28. CHECK	29. CHECK	30. CHECK	31. CHECK	32. CHECK	33. CHECK			

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SEGMENT SYSTEMS CHECKS
SUBSYSTEM ENGINE

READ AND INTERPRET ACCURATELY TO DETECT OUT-OF-TOLERAYCE CONDITIONS SEFURE ENGINE MALFUNCTION/DAMAGE READ AND INTERPRET ACCURATELY TO DETECT OUT-OF-TOLEFANCE CONDITIONS BEFORE ENGINE MALFUNCTION/DAMAGE ERROR MAY RESULT IN ENGINE MALFUNCTION ERROR MAY RESULT IN ENGINE MALFUNCTION ERROR MAY RESULT IN ENGINE MALFUNCTION ACCURACY RESP - -m -------- --OPERATOR DECISION OPTIONS INCREASE/DECREASE ACCEPTIBLE RANGE ACCEPTABLE RANGE FULL UPEN/CLOSE CHECKLIST INDIC. DISPLAY CHECKLIST, INDIC, DISPLAY CHECKLIST INDIC, DISPLAY CHECKLIST INDIC, DISPLAY CHECKLIST INDIC, DISPLAY CHECKLIST INDIC, DISPLAY CHECKL 1ST INDIC. DISPLAY CHECKL 1ST INDIC. DISPLAY CHECKLIST INDIC. DISPLAY CHECKLIST INDIC, DISPLAY CHECKLIST INDIC: DISPLAY CHECKLIST INDIC. DISPLAY TACTILE CHECKLIST, NP.
CONT POSITION
CHECKLIST STIMULUS CHECKL IST CHECKL 1ST FEEDBACK , 0 DISPLAY TORQUE READING D / 0 INCR.DECH ENGINE POWER RPM IND. RPM OVER SETTING DISPLAY FUEL PRESSURE DISPLAY TRANSMISSION OIL PRESSURE DISPLAY TRANSMISSION OIL TEMPERATURE DISPLAY ENGINE OIL PRESSURE
DISPLAY ENGINE OIL TEMPERATURE EQUIPMENT RESP. DESPLAY RPM READING DISPLAY POWER PROD. RPM. DISPLAY DC VOLTAGE VALUE DISPLAY ENGINE GAS TEMPERATURE DISPLAY READING(S) DISPLAY GAS PROD. SET COVERNOR RPM FULL OPEN/ CLOSED 5000 : INCR/DECR/ NORMAL 6700 ± 50 ON/OFF OPTIONS 0-6700 ± 50 00-100 PSI 40-60 PSI 20 PS1 851 N 28 VDC 110° .019 852 93° 5-30 CONTROL INDICATOR(S) INDICATOR(S) INDICATOR(S) NAME THROTTLE INDICATOR INDICATOR INDICATOR INDICATOR NDICATOR INDICATOR INDICATOR INDICATOR INDICATOR SMITCH 11641 OBSERVE ENGINE OIL PRESSURE, TEMPERATURE, AND RPM SET INCR. TO FULL THEN 6600 THROTTLE FULL OPEN OBSERVE VALUE IN TOLERANCE OBSERVE VALUE IN TOLERANCE OPERATOR ACTION OBSERVE IN TOLERANCE PRESSURE IN TOLERANCE PRESSURE TRANSMISSION OIL OBSERVE IN TOLERANCE OBSERVE IN TOLERANCE OBSERVE IN TOLERANCE DRSERVE IN TOLERANCE OBSERVE IN TOLERANCE OBSERVE IN TOLERANCE OBSERVE IN TOLERANCE OBSERVE LIGHT DEF MISSION PHASE PREELIGHT FUEL PRESSURE MODIFIER RPM MARNING ENGINE OIL ENGINE DIL PRESSURE VOLTMETER GOVERNOR SYGINE TORQUE AUDIO. MdX 2 193 NS OBJECT INSTRUMENTS INDICATOR INDICATOR INDICATOR INDICATOR INDICATOR INDICATOR INDICATOR NOICATOR INDICATOR INDICATOR 1951CATOR THROTTLE LIGHT Nd8 RPM P05:110N MONITOR ADJUST жэзнэ CHECK CHECK жэзнэ хэзнэ VERB **ХОЗНО** CHECK CHECK хэзнэ CHECK CHECK CHECK CHECK 5 . 6 10. Ë 13. 4 15. ë 67 12. 16.

SEGMENT SYSTEMS CHECKS
SUBSYSTEM ELECTRICAL

	3	AISSION PHASE	PREFLIGHT			S	SYSTEMS CHECKS	2						
	2.04	ACTION ELEC	FUNCTION ELECTRICAL SYSTEM CHECKS	(5		2	ELECTRICAL							
		TASK		OPERATOR ACTION	Ō	CONTROL /DISPLAY	EQUIPMENT RESP	SK	FEEDBACK	STIMULUS	OPERATOR	CRIT	ACCURACY	SINE
VERB	8	OBJECT	MODIFIER		NAME	OPTIONS			V A OTHER	INPUT		RESP	REGUIRED	
1. CHECK		INDICATOR	VOLTMETER	ORSERVE INDICATOR IS IN TOLERANCE	INDICATOR	28 VDC	DISPLAYS VOLTAGE VALUE	0		CHECKLIST, INDICATOR	ACCEPTABLE RANGE	-	5. 4	READ AND INTERPRET CORRECTLY TO DETECT OUT-OF-TOLERANCE CONDITIONS BEFORE ENGINE MAI FINETTON CAMAGE
2. P0S1	POSITION SMI	SHITCH	GENERATOR	ACTUATE SWITCH TO "OFF"	SMITCH	ON/OFF/RESET	SECURES ELECTRICAL POWER	,		CHECKLIST, CONT. POSITION	0N/0FF	-		MONE
3. СИЕСК		INDICATOR	MASTER CAUTION	CHECK ON RESET INDICATOR	INDICATOR	0N/0FF	DISPLAYS CAUTION LIGHT	`		CHECKLIST. INDICATOR	LIGHT ON/OFF	-		ERROR MAY RESULT IN ENSINE MALFUNCTION
4. CHECK		PANEL	CAUTION	OBSERVE GENERATOR LIGHT ON	INDICATORS	0N/0FF	DISPLAYS CAUTION LIGHTS	0 0		CHECKLIST. INDICATOR	LIGHTS ON/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
S. CHECK		PANEL	CAUTION	OBSERVE AFT FUEL BOOST LIGHT ON	INDICATORS	0N/0FF	DISPLAYS CAUTION LIGHT			CHECKLIST. INDICATOR	LITES ON/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
6. P0S1	P051710N Sw1	S#17CH	NON-ESSENTIAL BUS	SET SMITCH TO "MANUAL"	SWITCH	MANUAL /NORMAL	ENABLES MANUAL MODE		J.	CHECKLIST, CONT. POSITION	MANUAL/NORMAL	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
7. CHECK		INDICATORS	PRESSURE	OBSERVE POINTER(S) DEFLECTION	INDICATORS	N/A	POINTER DEFLECTION	0		CHECKLIST, CONT. POSITION	DID POINTER DEFLECTION OCCUR	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
B. CHECK		PANEL	MASTER CAUTION	OBSERVE AFT FUEL BOOST LIGHT OFF	INDICATORS	0N/0FF	DISPLAYS CAUTION LIGHT(S) OFF			CHECKL IST.	LIGHTS ON/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
9. P0S1	POSITION SHI	SHITCH	GENERATOR	ACTUATE SWITCH TO "ON"	SWITCH	ON/OFF/RESET	ELECTRICAL POWER	0	J.	CHECKLIST, CONT. POSITION	OFF/ON/RESET	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
10. POST	POSITION SWI	SWITCH	NON-ESSENTIAL BUS	SET SWITCH TO "NORMP	SWITCH	MANUAL /NORMAL	ENABLLS NORMAL MODE	0		CHECKLIST, CONT. POSITION	MANUAL / MORMAL	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
11. POS1	POSITION SWI	SWITCH	INVERTER	SET TO OFF	SWITCH	MAIN/OFF/ STANDBY	SECURI'S INVERT POWER			CHECKLIST, CONT. POSITION	MAIN/OFF/STANDBY	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
12. CHECK		INDICATOR	MASTER CAUTION	OBSERVE LIGHT "ON" AND RESET	INDICATOR	0N/0FF	DISPLAYS IC LIGHTS	6		CHECKLIST, INDICATOR	LIGHT ON/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
13. CHECK		PANEL	CAUTION	OBSERVE LIGHT(S) "ON"	INDICATORS	ON/OFF	DISPLAYS LIGHTS ON	0		CHECKLIST, INDICATOR	LIGHTS ON/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
14. CHECK		INDICATORS	PRESSURE	OBSERVER POINTERS AT ZERO	INDICATORS	PRESSURE RANGE	DISPLAYS POINTERS AT	0		CHECKI IST. INDICATOR	"0" TO FULL RANGE	-		ERROR MAY RESILT IN ENGINE MALFUNCTION
15. POSI	POSITION SWI	SWITCH	INVERTER	SET TO "STANDBY"	SWITCH	MAIN/OFF/ STANDBY	ENABLES STANDBY INVERT.	0		CHECKLIST, CONT. POSITION	MAIN/OFF/STANDBY	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
16. CHECK		PANEL	MASTER CAUTION	OBSERVE LIGHT(S) "OFF"	INDICATORS	ON/OFF	DISPLAY MC LIGHTS OFF	0		CHECKLIST, INDICATOR	LIGHTS ON/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
17. CHECK		INDICATORS	PRESSURE	OBSERVE READINGS	INDICATORS	PRESS RANGE	DISPLAY PRESS READING	0		CHECKLIST, INDICATOR	"A" TO FULL RANGE	-		ERROR HAY RESULT IN ENGINE MALFUNCTION
18. P051	POSITION SWI	SWITCH	INVERTER	SET TO "MAIN"	SWITCH	MAIN/OFF/ STANDBY	ENABLES MAIN MODE	6		CHECKLIST, CONT. POSITION	MAIN/OFF/STANDBY	-		ERROR MAY RESULT IN ENGINE MALFLINCTION
19. CHECK		INDICATORS	PRESSURE	OBSERVE NORMAL READINGS	INDICATORS	PRESS RANGE	DISPLAY PRESS READING	0		CHECKL 1ST. INDICATOR	"O" TO FULL RANGE	-		ERROR MAY RESULT IN ENGINE MALFUNCTION
20. CHECK		PANEL	MASTER CAUTION	LIGHTS "OFF"	INDICATORS	ON/OFF	DISPLAY LIGHTS OFF	0		CHECKLIST, INDICATOR	OM/OFF	-		ERROR MAY RESULT IN ENGINE MALFUNCTION

-TASK ANALYSIS-

SEGMENT SYSTEMS CHECKS SUBSYSTEM NAVIGATION

CORRECT SETTING VITAL TO MAYIGATION CORRECT SETTING VITAL TO MAY!GATION CORRECT SETTING VITAL TO NAVIGATION CORRECT SETTING VITAL TO MAVIGATION CORRECT SETTING VITAL TO NAVIGATION CORRECT SETTING VITAL TO NAVIGATION DETECT AND IDENTIFY CORRECT FLAG CORRECT IDENTIFICATION VITAL TO NAVIGATION MUST TUNE IN CORRECT FREQUENCY MUST IDENTIFY CORRECT SIGNAL MUST IDENTIFY CORRECT SIGNAL MUST IDENTIFY CORRECT STONAL ACCURACY ± 2 DEGREES RESP OPERATOR DECISION OPTIONS VISIBLE/NOT VISIBLE FREQUENCY RANGE DEFLECTION RANGE FREQUENCY RANGE TOLERANCE RANGE FREQUENCY RANGE "TO" OR "FROM ZERO OR 180° AUDIO LEVEL AUDIO LEVEL AUDIO LEVEL SCALE RANGE CHECKLIST, INDI-CATOR POSITION, VOLUME LEVEL CHECKLIST, INDI-CATOR POSITION CHECKLIST, INDI-CATOR POSITION CHECKLIST CONT. POSITION, AUDIO TOME CHECKLIST, INDI-CATOR POSITION CHECKLIST CONT.
POSITION AUDIO
TONE
CHECKLIST, INDICATOR POSITION CHECKLIST, INDI-CATOR POSITION CATOR POSITION CATOR POSITION CHECKLIST, FRE-QUENCY TABLE, CONT. POSITION CHECKLIST, INDI-CATOR POSITION STIMULUS FEEDBACK A OTHER FLAG APPEARS/DISAPPEARS D TRANSMITS TONE VOLUME CONTROL EQUIPMENT RESP TRANSMITS SELECTED VOLUME DISPLAYS DIREDCTION DISPLAYS NEEDLE POSITION DISPLAYS POINTER DISPLACEMENT DISPLAYS NEEDLE DISPLACEMENT TUNES SELECTED FREQUENCY TUNES SELECTED FREQUENCY "0" OR "180" ARROW MOVES TO SELECTED VALUE TUNES SELECTED FREQUENCY TRANSMITS TONE TRANSMITS TONE VISIBLE/NOT "TO" OR "FROM" INSTR. RANGE INDICATOR RANGE AUDIO LEVEL AUDIO RANGE SCALE RANGE FREQUENCY FREQUENCY FREGUENCY RANGE TONE RANGE L000/20FT INDICATOR INDICATOR INDICATOR INDICATOR INDICATOR INDICATOR NAME CRANK 80NX DIA TONE 80 × OBSERVE NEEDLE CENTER MITHIN : 2" ADJUST FOR MAXIMUM DEFLECTION ON TUNING METER SELECT BAND THAT CORRESPONDS TO SENDING BEACON FREQUENCE DETERMINE DEGREES LEFT OR RIGHT BETWEEN BEACON AND A/C HEADING LISTEN FOR IDENTIFICATION TONE TUNE THE DESIGNATED FREQUENCY OBSERVE DISAPPEARANCE OF THE URN VOLUME TO DESTRED LEVEL TUNE TO SELECTED FREQUENCY ADJUST TO STRONGEST SIGNAL OPERATOR ACTION SET FOR DESTRED LEVEL OBSERVE "TO" OR "FROM" SET 0" AND 180" MISSION PHASE PREFLIGHT FUNCTION CHECK NAVIGATION SYSTEM IDENTIFICATION 1DENTIFICATION MODIFIER INDICATION DEVIATION COURSE TUNING NOT THE BAND WOR DESIGNATED FRE-WOLUME KNOB FREQUENCY NEEDLE ARROM CRANK CRANK FLAG KN08 TONE 2. DETECT B. SELECT 17. DETECT 11. ADJUST ADJUST 13. CHECK 6. CHECK 9. ADJUST 3. CHECK 4. SET S. CHECK 7. SET 1. SET

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		COMMENTS																			
		ACCURACY																			
		CRIT SESS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		OPERATOR DECISION OPTIONS	SCALE RANGE	IN/OUT	SCALE RANGE	OM/OFF	ON/OFF	IN/OUT	SCALE RANGE	ON/0FF	ON/OFF	SCALE RANGE	1N/00T	SCALE RANGE	ON/OFF	IN/OUT	SCALE RANGE	ON/OFF	SCALE RANGE		
		STIMULUS	CHECKLIST,	CHECKLIST CONT. POSITION	CHECKLIST. INDICATOR DISPLAY	CHECKL IST, INDICATOR DISPLAY	CHECKLIST, INDICATOR DISPLAY	CHECKLIST CONT. POSITION	CHECKL 1ST, INDICATOR DISPLAY	CHECKLIST, INDICATOR DISPLAY	CHECKLIST, INDICATOR DISPLAY	CHECKL 1ST. INDICATOR DISPLAY	CHECKL 1ST CONT. POSITION	CHECKLIST, INDICATOR DISPLAY	CHECKLIST.	CHECKLIST CONT. POSITION	CHECKLIST, INDICATOR DISPLAY	CHECKLIST. INDICATOR DISPLAY	CHECKLIST, INDICATOR DISPLAY		
-		DBACK		TACTILE				TACTILE					TACTILE			TACTILE					
		Y FE			`	`	`	`	5	`		`	`	`	`	`	`	`	`		
		ŞS.)									0_	0			٥				-	
TENS CHECKS	EL SYSTEM	EQUIPMENT RESP	DISPLAY FUEL PRESSUR	ENABLE/SECURE ELECTE POWER	DISPLAY FUEL PRESSUE	DISPLAY CAUTION LIGH	DISPLAY CAUTION LIGH	ENABLE/SECURE ELECTR POWER	DISPLAY FUEL PRESSUR	DISPLAY MC LIGHT "ON	DISPLAY PANEL CAUTIC	DISPLAY PRESSURES	ENABLE ELECTRICAL POWER	DISPLAY FUEL PRESSUR	DISPLAY MC PANEL LTG OFF	ENABLE ELECTRICAL POWER	DISPLAY FUEL PRESSUR	DISPLAY NE PANEL LIG OFF	DISPLAY FUEL QUANTITY		
SEGMENT_SYS	SUBSYSTEM FU	TROL	PRESS RANGE	ENGAGE/ DISENGAGE	PRESS RANGE	ON/OFF	ON/OFF	ENGAGE/ DISENGAGE	PRESS RANGE	ON/OFF	ON/OFF	SCALE RANGE	ENCAGE/ DISENGAGE	PRESS RANGE	ON/OFF	ENGAGE/ DISENGAGE	PRESS RANGE	ON/OFF	ON/OFF		
			INDICATOR	SWITCH	INDICATOR	INDICATOR	INDICATOR	SWITCH	INDICATOR	INDICATOR	INDICATOR	INDICATOR	SWITCH	INDICATOR	INDICATOR	SWITCH	INDICATOR	INDICATOR	WITCH		
		OPERATOR ACTION	MOTES FUEL PRESSURE	PULL CIRCUIT BREAKER OUT	OBSERVE FUEL PRESSURE ZERO	OBSERVE LIGHT "ON", RESET	OBSERVE LIGHT "ON"	PULL CIRCUIT BREAKER OUT	OBSERVE FUEL PRESSURE ZERO	OBSERVE LGIHT "ON", RESET	OBSERVE LIGHT "ON"	OPERATE SYSTEM AS IS FOR ONE MINUTE	PUSH C/S IN	OBSERVE PRESSURE READING	OBSERVE LIGHT OUT	PUSH C/B IN	OBSERVE PRESSURE READING	OBSERVE LIGHT OUT	OBSERVE		
PREFLIGHT	SYSTEM CHECK	431310011	FUEL	FAD FUEL BONST	FUEL	MASTER CAUTION	MC PANEL	AFT FUEL BOOST	taer	MASTER CAUTION	NC PANEL		FORWARD FUEL 900ST	FUEL	ME PANEL	AFT FUEL BOOST	FUEL	MC PANEL	FUEL QUANTITY		
MISSION PHASE		TASK		TRCUIT BREAKER		181	1,047			101		INSTRUMENTS	CIRCUIT BREAKER			LIRCUIT BREAKER					
•	•			2. DISENGAGE	3. СИСК	4. CHECK	S. CHECK 1	6. DISENGAGE	7. CHECK P	8. CHECK	9. CHECK L	10. MONITOR 1	11. ENGAGE	12. CHECK	13. CHECK ::	14. ENGAGE	15. CHECK	16. CHECK L	17. ACTIVATE		
	MISSION PHASE PRELIGIT SEGMENT SYSTEM CHILDS	SEGMENT SYSTEM DUCKS. SUBSYSTEM FUEL SYSTEM	## MISSION PHARE PRESIDENT FURE SYSTEM CHECK FURE SYSTEM CONTINUES CONTINUE CONTINUE	SEGNENT STRING CONTROL SEGNENT STRING CONTROL SEGNENT CONTRO	SEGNET S	NESSON PHASE PRETLICIT SEGMENT STREET CHECKS SEGMENT SEG	SECURITY SECURITY	NET PROPERTY PRO	Second Page Page	SECURETY SECURTY SECURETY SECURTY SECURETY SECURETY SECURETY SECURTY SECURT	SCHIEFLY SECRET STATE OFFICE STATE OFFICE	NAME PRESIDE PRESIDE		Name						1443 1444	

		SINJAMOS		MUST SELECT APPROPRIATE RADIO	MUST TUNE CORRECT FREQUENCY	MUST SELECT APPROPRIATE RADIO										
		ACCURACY	REGUIRED													
		CRIT	AE SP	-	-	-	-	-	-							
		OPERATOR	DECISION OPTIONS	ON/OFF	FREQUENCY RG	FM. UMF. VMF. INT	0FF/1NT/RAD10	CONTENT OF MESSAGE	OFF/INT/RADIO				ON/OFF			
		STIMULUS	INPUT	R/T	R/T	105	TACTILE MICROPHONE		SWITCH							,
		KM FEEDBACK	ОТИЕЯ		TACTILE R/T	TACTILE 1CS	TACTILE						/ / TACTILE			
		34	< > \					`	`				` `	-		
TASK ANALYSIS-	UNICATIONS	SK SK	. 1	ACTIVATE POWER SUPPLY D	MABLES FREQUENCY D	FM. UMF. WHF. OPENS CHANNEL SELECTED D .	OFF/INT/RADIO OPENS CHANNEL SELECTED D /	TRANSMITS	OFFLINTZRADIQ DISENSAGE RADIO TRANS. D -/				OPEN REC. CHANNEL			
, and an	1	CONTROL	OPTIONS	OM/OFF	FREQUENCY R.G.	FM. LHF. VHF.	OFF/INT/RADIO		OFF/INT/RADIO				ON/OFF			
		NOO	NAME	SWITCH	DIAL	165	SWITCH	MICROPHONE	SWITCH				HEADSET			
	YSTEMS		OPERATOR ACTION	CHECK R/T POWER ON (VISUAL)	TUNE TO DESIRED FREQUENCY	SELECT SMITCH POSITION ON ICS	DEPRESS AND HOLD SWITCH	SEND RADIO MESSAGE	RELEASE MICROPHONE SWITCH	CHECK R/T POWER ON (VISUAL)	TUNE TO DESTRED FREQUENCY	SELECT SWITCH POSITION ON ICS	LISTEN TO MESSAGE			
200	X COMMUNICATIONS S		MODIFIER	RADIO	64010	RA010	TRANSMITTER		TRANSMITTER	RADIO	RADIO	RADIO	84010			
	FUNCTION CHECK COMMUNICATIONS SYSTEMS	TASK	OBJECT	TRANSMITTER	FREQUENCY	CHANNEL	MICROPHONE	MESSAGE/REPORT	MICROPHONE	RECEIVER	FREQUENCY	CHANNEL	F SSAGE			
			VERB	TANDET. 1. SELECT	2. ADJUST	3. SELECT	4	5. TRANSMIT	6. PELEASE	. SELECT	8. AQUUST	9. SELECT	10. RECEIVE			

San Spilote San State State Williams

		COMMENTS	MUST IDENTIFY AND ACTUATE CONTROL TO CORRECT POSITION TO ACCOMPLISH SYSTEM CHECK	,				,							
		ACCURACY													
	İ	PE S	-	-	-		-	-	-	-	-	-			
		OPERATOR DECISION OPTIONS	SMITCH POSITION ON-OFF	FULL RANGE OF CONTROL MOVEMENTS	DEPRESS, OFF	ON/OFF	SMITCH POSITION ON-OFF	FULL RANGE OF CONTROL MOVEMENTS	FULL RANGE OF CONTROL MOVEMENTS	IS CYCLIC CENTERED	ARE PEDALS CENTERED	COLLECTIVE FULL DOWN			
		STIMULUS	CHECKLIST, CONTROL POSITION								,				
		AY A OTHER	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE			
	1	> ×		`	`		<u></u>		5		_	~			
	1	isė1		٥	0	0		-	0	0	۵	0	 -	-	
TEMS CHECKS GAT CONTROLS		EQUIPMENT RESP	ENABLES FORCE TRIM SYSTEM	ENABLES CONTROLS IN "FORCE TRIM" MODE	ENABLES FORCE TRIM SYSTEM	PLDALS, CYCLIC	DISENGAGES FORCE TRIM	TIHS MAIN ROTOR IN DIRECTION OF APPLIED FORCE							
SEGMENT SYSTEMS CHECKS		OPTIONS	ON-OFF	FULL CONTROL MOVEHENT	0N/0FF	ON/OFF	ON/OFF	FORE/AFT- RIGHT/LEFT	IN/OUT- LEFT/RIGHT	FORE/AFT.	IN/OUT. LEFT/RIGHT	UP/00MN			
		NAME O	FORCE TRIM	CYCLIC, PEDALS FULL CONTROL MOVEMENT	CYCLIC, BUTTON ON/OFF	FL I GHT CONTROLS	FORCE TRIM SMITCH	נאמ זכ	PEDALS	CYCLIC	PEDALS .	COLLECTIVE			
		OPERATOR ACTION	CHECKS THAT FORCE TRIM IS ON	CHECKS CYCLIC CONTROL, PEDALS FOR ACTION	VERLEY CYCLIC INTERRUPT BUTTON OPERATION	VERIFY FORCE GRADIENT RELEASED	TRIME FORCE FROM SWITCH "OFF"	ACTUATE CYCLIC TO CHECK ROTOR	AFT ROTOR CONTROL ACTUALE PEDALS TO CHECK AFT ROTOR SLADE MOVEMENT	CENTER CYCLIC CONTROL	CENTER PEDALS	ACTUATE COLLECTIVE TO FULL DOWN			
MISSION PHASE PREFLIGHT		MODIFIER	FORCE TRIM	FORCE	כאפרוכ	FLIGHT	FORCE TRIM	כיתוכ	AFT ROTOR CONTROL	CYCLIC	AFT ROTOR	COLLECTIVE			
MISSION PHASE PREFLIGHT	2007	OBJECT	SWITCH	GRADIENTS	INTERRUPT	CONTROLS	SMITCH	CONTROL	PEDALS	CONTROL	PEDALS	CONTROL			
		VERB). CHECK	2. CHECK	3. Снеск	4. CHECK	S. ACTUATE	6. CHECK	7. CHECK	8. POSITION	9. POSITION	10. POSITION			

SEGURIT STATES OFFICE SOURCES SOURCES TO WESTER MYDRALE.

MISSION PHASE PREFLIGHT FUNCTION CHECK HYDRAULIC SYSTEM

	2		_		T	T		T													
COMMENTS	HUST 10ENTIFY AND ACTUATE CONTROL CORRECT POSITION TO ACCOMPLISH	STSTEM CHECK																			
ACCURACY																					
CHI	-						t-	t -	E	E	t	-	-								
DECISION OPTIONS	SMITCH ON-OFF	SMITCH 1, 2, BOTH			RESET	LEFT, RIGHT, FORE, AFT		LEFT, RIGHT	LEFT, RIGHT	LEFT, RIGHT UP, DOWN 1, 2, BOTH	UP. DOM 1, 2, 80TH 1, 2, 80TH	1, 2, 807H 1, 2, 807H 1, 2, 807H 0, 0FF	1, 2, 8014	UETT, RIGHT UP, DOM 1, 2, BOTH 1, 2, BOTH ON, OFF RESET	1, 2, 8074 1, 2, 8074 1, 2, 8074 0, 06F 8157 1117,81047,6787	1, 2, 8014 1, 2, 8014 1, 2, 8014 09, 017 81,87 1,17,81041-108(ART	UETT, RIGHT UP, DOM 1, 2, BOTH 1, 2, BOTH 1, 2, BOTH ON, OFF RESET LEFT, RIGHT UP, DOM UP, DOM	1, 2, 8074 1, 2, 8074 1, 2, 8074 0, 055 1, 2, 8074 1, 2, 8074 1, 2, 8074 1, 2, 8074 1, 2, 8074	1, 2, 8014 1, 2, 8014 1, 2, 8014 1, 2, 9014 1, 2, 9014 1, 2, 9014 1, 2, 9014 1, 2, 9014 1, 2, 9014	1, 2, 8014 1, 2, 8014 1, 2, 8014 09, 017 LETT, 8104 UF, 0008 1, 2, 8014 ON, 017 ON, 017	1, 2, 8074 1, 2, 8074 1, 2, 8074 0N, 075 1117,81047 11, 2, 8074 0N, 077 0N, 077
NBIT	TACTILE CHECKLIST, CONTROL POSITION	TACTILE CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	TACTILE CHECKLIST CONTROL POSITION	CHECKLIST	CONTROL POSITION	CHECKLIST CONTROL POSITION	TACTILE CHECKLIST CONTROL POSITION TACTO:E CHECKLIST CONTROL POSITION	CONTROL POSITION CHECKLIST CONTROL POSITION CHECKLIST CONTROL POSITION CHECKLIST CONTROL POSITION	CONTROL POSITION CHECKLIST CONTROL POSITION CHECKLIST CONTROL POSITION CHECKLIST CHECKLIST CHECKLIST CONTROL POSITION	CONTROL POSITION		CONTROL POSITION CONTRO		MACTILE OFFICAL STATEMENT OF ST	CONTROL POSITION	CONTRIL POSITION TACTIC CONTRIL POSITION TAC	CONTROL POSITION CONTRO	CONTROL POSITION CONTRO	CONTROL POSITION CONTROL STATEMENT OF CONTROL POSITION CONTROL STATEMENT OF CONTROL POSITION CONTROL POSITIO
AND A CITED	TACTILE	TACTILE			TACTILE	TACTILE		TACTILE	TACTILE TACTO:E	TACTILE TACTO:E TACTILE	TACTILE TACTO:E TACTILE	TACTILE TACTO:E TACTILE TACTILE	TACTILE TACTO:E TACTILE	TACTILE TACTO:E TACTILE TACTILE	1ACTILE 1ACTILE 1ACTILE 1ACTILE 1ACTILE	זאכדוננ זאכדוננ זאכדוננ זאכדוננ זאכדוננ זאכדוננ	1ACTILE 1ACTILE 1ACTILE 1ACTILE 1ACTILE 1ACTILE 1ACTILE 1ACTILE 1ACTILE	לאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ	7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE	אכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ דאכדוננ	7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE 7ACTILE
SA.		`	`	`	•	0	1	0													
EOUIPMENT RESP.	ENABLES FORCE TRIM	DISABLE UNTESTED SYSTEM	DISPLAYS LIGHT	DISPLAYS LIGHT	EXTINGUISH LIGHT	CHAGES PITCH ATT.		TRIM ADJUSTMENT	TRIM ADJUSTMENT TORQUE ADJUSTMENT	TREM ADJUSTMENT TORQUE ADJUSTMENT DISABLE UNTESTED SYSTEM	TRIM ADJUSTMENT TORQUE ADJUSTMENT DISABLE UNTESTED SYSTEM	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE LINESTED SYSTEM OISMELE UNTESTED OISMENT AND LIDHT	TRIM ADJUSTMENT TORQUE ADJUSTMENT SYSTEM. UNTESTED SYSTEM. UNTESTED OLSMENT LIGHT OLSMENT LIGHT	TREM ADJUSTMENT TORQUE ADJUSTMENT DISABLE UNTESTED SYSTEM	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT STSTEM STSTTEM STSTEM STSTTEM STSTTEM STSTTEM STSTTEM STSTTEM STSTTEM	TRIM ADJUSTMENT TORQUE ADJUSTMENT	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE UNTESTED SYSTEM: UNTESTED TISM: UNTESTED	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM TORGUE ANY LIGHT TORGUE ADJUSTMENT TORGUE ADJUSTMENT TORGUE ADJUSTMENT STORGUE ADJUSTMENT SYSTEM SYSTEM	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT SYSTEM DISMENT STEP DISMENT LIGHT CATHWAIT STEP THEN YOUNGSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT SYSTEM SYSTEM TORGUE TO	TRIM ADJUSTMENT TORQUE ADJUSTMENT TORQUE ADJUSTMENT SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM SYSTEM TORGUE ADJUSTMENT TORGUE TORG
OPTIONS		1, 2, вотн	OM. OFF	ON, OFF	ON/OFF	FORE, AFT		LEFT, RIGHT													
NAME		SMITCH	LIGHT	LIGHT	SWITCH	CYCLIC		PEDALS	COLLECTIVE	PEDALS COLLECTIVE SWITCH	COLLECTIVE SWITCH SWITCH	PEDALS COLLECTIVE SMITCH LIGHT	PEDALS COLLECTIVE SWITCH LIGHT	SAITCH SAITCH LIGHT							
OPERATOR ACTION	CHECK THAT SWITCH IS "OFF"	ACTUATE SWITCH TO NO. 1 HOLD	VISUALLY CHECK FOR LIGHT	HYDRAULIC NO. 2 VISUALLY CHECK FOR LIGHT	RESET MASTER CAUTION	CHECK THAT CYCLIC IS FREE MOVING		CHECK THAT PEDALS ARE FREE		CHECK THAT PEDALS ARE FREE CHECK THAT COLLECTIVE IS FREE TEST SMITCH TO BOTH	CHECK THAT PEDALS ARE FREE CHECK THAT COLLECTIVE IS PREE TEST SMITCH TO BOTH ACTUALT SMITCH TO NO. 2 HOLD	CHECK THAT PEDALS ARE FREE CHECK THAT COLLECTIVE IS FREE TEST SWITCH TO BOTH ACTUALE SWITCH TO NO. 2 MOLD VISGALLY CHECK FOR LIGHT	ANT ROTOR OFFICE THAT PEDALS ARE FREE COLLECTIVE OFFICE THAT COLLECTIVE IS FREE TEST SATICH TO BOTH ACTUATE SATICH TO BOTH ACTUATE SATICH TO BOTH ATTEMPT OFFICE FOR LIGHT HIDBARELE MO. 1 VISUALLY OFFICE FOR LIGHT	CHECK THAT FEBALS ARE FREE CHECK THAT COLLECTIVE IS FREE TEST SATION TO BOTH ACTUATE SATION TO BOTH ACTUATE SATION TO BOTH VISUALLY CHECK FOR LIGHT PLEST MASTER CAUTION PLEST WASTER CAUTION	DHECK THAT PEDALS ARE FREE DHECK THAT COLLECTIVE IS FREE FEST SALTCH TO BOTH ACTUALS SALTCH TO HO. 2 HOLD VISUALLY OFFCE FOR LIGHT RESET MASTER CAUTON OFFCE THAT CYCLIC IS FREE	CHECK THAT PEDALS ARE FREE CHECK THAT COLLECTIVE IS FREE CHECK THAT COLLECTIVE IS FREE ACTUALS SATICH TO BOTH ACTUALS SATICH TO BOTH ACTUALS SATICH TO BOTH ACTUALS CHECK TOR LIGHT RESET MASTER CAUTION CHECK THAT CYCLIC IS FREE GHEN THAT CYCLIC IS FREE BUIL POPERALS ARE STIFF BUIL POPERALS ARE STIFF	OHECK THAT PEDALS ARE FREE OHECK THAT COLLECTIVE IS FREE FEST SATICH TO BOTH ACTUALY SHITCH TO BOTH ACTUALY SHITCH TO BOTH VISUALLY CHECK FOR LIGHT PEST PASSIVE CAUTION CHECK THAT CYCLE IS FREE OHECK THAT PEDALS ARE STIFF BUT MOSTOR CAUTION	DIECK THAT PEDALS ARE FREE DIECK THAT COLECTIVE IS FREE FEST SATICH TO BOTH VISUALLY CHECK FOR LIGHT VISUALLY CHECK FOR LIGHT VISUALLY CHECK FOR LIGHT OFFICE THAT FEBRUS ARE STIFF BUILD FOR THAT PEDALS ARE STIFF BUILD FOR THAT PEDALS ARE STIFF CHICK THAT PEDALS ARE STIFF CHICK THAT PEDALS ARE STIFF CHICK THAT COLLECTIVE IS FREE CHECK THAT COLLECTIVE IS FREE	ONECK THAT FEBALS ARE FREE ONECK THAT COLLECTIVE IS FREE FIEST SATICH TO BOTH ACTUALLY ONECK TOR LIGHT VISUALLY ONECK TOR LIGHT VISUALLY ONECK TOR LIGHT VISUALLY ONECK TOR LIGHT ONECK THAT FEDALS ARE STIFF ONECK THAT FEDALS ARE STIFF ONECK THAT COLLECTIVE IS FREE CHECK THAT COLLECTIVE IS FREE CHECK THAT COLLECTIVE IS FREE CHECK THAT COLLECTIVE IS FREE	DHECK THAT PEDALS ARE FREE DHECK THAT COLECTIVE IS FREE FEST SATTCH TO BOTH ACTUALY SATTCH TO NO. 2 HOLD MISJALLY CHECK FOR LIGHT PESST HASTER CAUTION FEST HASTER FEST HA	DIECK THAT PEDALS ARE FREE DIECK THAT COLECTIVE IS FREE FEST SATTCH TO BOTH ACTUALS SATTCH TO BOTH VISUALLY CHECK FOR LIGHT VISUALLY CHECK FOR LIGHT FREE FORT THAT FERMS ARE STIFF BUIL FOREK CALTON CHECK THAT FERMS ARE STIFF BUIL FOREK COLECTIVE IS FREE FORT THAT COLECTIVE IS FREE FORT THAT CHECK OF LIGHT OFF ACTUALE SMITCH ON
MODIFIER			MASTER CAUTION V	HYDRAULIC NO. 2	MASTER CAUTION R	כאכרוכ כ	ACT BOTOB		ш			NO!	COLLECTIVE COLLECTIVE MASTER CAUTION HTDRAUGIC NO. 1	COLLECTIVE COLLECTIVE THORALLIC NO. 1 WASTER CAUTION WASTER CAUTION	COLLECTIVE COLLECTIVE THOMASTER CAUTION THYSTER CAUTION CYCLIC CYCLIC	TATION CAUTION CAUTION OR	CAUTION CAUTION OR IVE	AUTION TO CAUTION TO OR	IVE CAUTION CAUTION CAUTION CAUTION CAUTION	CAUTION CAUTION TO CAUTION THE	AUTION AUTION CAUTION CAUTION RIM
TASK		TEST SWITCH	LIGHT	1,1647	SMITCH	CONTROL	PEDALS		CONTROL	10t	5 5										
VERB		POSITION	CHECK	СНЕСК	POSITION	СНЕСК	ОНЕСК		СНЕСК	w	w 8	w 8	w 8	w 8 8	w 8 8	w 8 8	w 8 8	w 8 8 y	w 8 8 W	w 5 5 tg	w 8 5 w 5

			COMMENTS	MST IDENTIFY AND ACTUATE CONTROL TO CORRECT POSITION TO ACCOMPLISH SYSTEM CHECKS		·				
		ACCURACY	REQUIRED							
		CBIT	8				3		6	
		OPERATOR	DECISION OPTIONS	ON-OFF AND INTENSITY LEVEL	ON-OFF AND INTENSITY LEVEL	ON-OFF AND INTENSITY LEVEL	SWITCH ON-OFF	SWITCH ON-OFF	LEFF, RIGHT, UP, DOWN	
			INPUT	CHECKLIST, CONTROL POSITION	TACTILE CHECKLIST. CONTROL POSITION	TACTILE CHECKLIST, CONTROL POSITION	TACTILE CHECKLIST. COMFROL POSITION	TACTILE CHECK.151. COMFROL POSITION	CHECKLIST, CONTROL POSITION	
		EEDBACK	A OTHER	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE		
2		N.	♦ 1	` .	0		` 0	0	`	
-TASK ANALYSIS	LIGHTS	1	EQUIPMENT RESP.	ENABLE LIGHT CIRCUIT AND LIGHT INTENSITY	ENABLE LIGHT CIRCUIT AND LIGHT INTENSITY	ENABLE LÍGHT CIRCUIT And LIGHÍ INTENSITY	ENABLE LIGHT CIRCUIT	EMBLE LIGHT CIRCUIT	ADJUST POSITION OF Landing Lights	
	SUBSYSTEM	CONTROL	OPTIONS	ON/OFF DIM-BRIGHT	ON/OFF DIM-BRIGHT	ON/OFF DIM-BRIGHT	ON/OFF	ON/OFF	UP, DOWN, LEFT, RIGHT	
		NOO	NAME	SWITCH KNOB	SWITCH KNOB	SWITCH	T066L E	. נספר ב	K NOB	
	SS10N)		OPERATOR ACTION	ACTUATE INSTRUMENT LIGHT CONTROL ON-OFF, DIN-BRIGHT	ACTUATE CONSOLE LIGHT CONTROL. ON-OFF, DIN-BAIGHT	ACTUATE COCKPIT LIGHT CONTROL. NORML/RED. ON-OFF	ACTUATE EXTERIOR LIGHT CONTROLS ON-OFF	ACTUATE LANDING LIGHT CONTROL ON-OFF	SET POSITION OF LANGING LIGHT	
2000	CHECK LIGHTS (NIGHT MISSION)		MODIFIER	INSTRUMENT	comsol E	COCKP17	EXTERIOR	LANDING	LANDING	
1	FUNCTION CHEC	TASK	OBJECT	LIGHES	Literis	LIGHTS	Literits	LIGHTS	LIGHT	
			VERB). OK	5. OK	Э. СМЕСК	• OFF	S. ONECK	6. SET	

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SEGMENT_SYSTEMS, CHECKS.

-	_	-																			
	COMMENTS		CORRECT SMITCH POSITION NECESSARY TO SYSTEM OPERATION	DETECTION AND CORRECT IDENTIFICATION REQUIRED FOR SATISFACTORY SYSTEM OPER-	ATION			CORRECT SMITCH POSITION NECESSARY TO SYSTEM OPERATION	•			CORRECT SMITCH POSITION NECESSARY TO SYSTEM OPERATION		•	DETECTION AND CORRECT IDENTIFICATION REQUIRED FOR SATISFACTORY SYSTEM OPER-	AT10N	CORRECT SMITCH POSJTION NECESSARY TO SYSTEM OPERATION	DETECTION AND CORRECT 10ENTIFICATION REQUIRED FOR SATISFACTORY SYSTEM	OPERATION		
	ACCURACY	REGUINED																			
	CRIT	RESP	-	-	-			-	-			-		-	-	~	-	-			
	OPERATOR	DECISION OPTIONS	OFF/ON	DISPLA" ON/OFF	DISPLAY ON/OFF	N/A		ENGAGE, DISENGAGE ONE	ENGAGE/DISENGAGE ONE OF 3 CONTROLS	N/A		ENGAGE/DISENGAGE ONE OF 3 CONTROLS		ENGAGE/DISENGAGE 3 CONTROLS	DISPLAY ON/OFF	DISPLAY ON/OFF	ENGAGE, DISENGAGE 3	DISPLAY ON/OFF			
	STIMULUS	INPUT	CHECKLIST CONTROL POSITION	CHECKLIST INDICATOR DISPLAY		ТРР	TACTILE CONTROL POSITION	CHECKLIST CONTROL POSITION		199	CONTROL POSITION	CHECKLIST CONTROL POSITION	PEDALS	TACTILE CHECKLIST CONTROL POSITION				CHECKL JST, INDICATOR DISPLAY	,		
NO NO NO	MA PEEDBACK	OTHER	TACTILE				TACTILE	TACTILE	TACTILE		TACTILE	TACTILE	TACTILE	TACTILE			TACTILE				
1	30	> I	`	` 0	` 0	`	`	` 0	`	0	0	` 0	`	` 0	`	`	1 0	` 0			
	EQUIPMENT RESP	.	ENABLE POWER TO SCAS	DISPLAY SCAS CONDITION	DISPLAY SCAS CONDITION I			CONTROL	ENABLE POWER TO ROLL CONTROL.			ENABLE POWER TO YAW		SECURE POWER TO ATTI- TUDE CONTROLS	DISPLAY SCAS CONDITION	DISPLAY SCAS CONDITION	ENABLE PUMER TO ATTI-	DISPLAY SCAS CONDITION			
SUBSYSTEM SCAS	CONTROL	OPTIONS	ON/OFF	ON/OFF	ON/OFF	DEPLECTION/ NO DEPLECTION	DEFLECTION/ NO DEFLECTION	ENGAGE/ DISENGAGE	ENGAGE/ DISENGAGE	DEFLECTION/ NO DEFLECTION	DEFLECTION/ NO DEFLECTION	ENGAGE/ DISENGAGE	DEFLECTION/ NO DEFLECTION	ENGAGE/ DISENGAGE	ON/OFF	ON/OFF	ENGAGE/ DISENGAGE	ON/OFF			
100	NOO	NAME	SWITCH	INDICATOR	INDICATOR	199	CYCLIC	SWITCH	SWITCH	100	CYCLIC	SWITCH	PEDALS	SWITCH	INDICATOR	INDICATOR	SWITCH	INDICATOR			
	OPERATOR ACTION		TURN SCAS ON	OBSERVE NO-GO LIGHTS ON	OBSERVE NO-GO LIGHTS OFF	VISUALLY CHECK ROTOR FOR NO DEFLECTION/DEFLECTION	FEEL CYCLIC FEEDBACK	TURN CONTROL ON	TURN CONTROL ON	VISUALLY CHECK ROTOR FOR NO DEFLECTION/DEFLECTION	FEEL CYCLIC FEEDBACK	TURN CONTROL ON	FEEL PEDAL FEEDBACK	TURN PITCH, ROLL, YAM CONTROLS OFF	OBSERVE NO-GO LIGHTS ON	OBSERVE NO-GO LIGHTS OFF	TURN PITCH, ROLL, YAM CONTROLS ON	OBSERVE NO-GO LIGHTS OFF	PITCH, ROLL, YAW	PITCH, ROLL, YAM	
SCAS CHECK (AH-1)		MODIFIER	scas	NO-60	05-0v	ROTOR	CYCLIC	PITCH CONTROL	ROLL CONTROL	ROTOR	CYCLIC	YAM	AFT ROTOR	SCAS	MO-50	NO-50	scus	W0-00	scas	SCAS	
11	TASK	OBLECT	SMITCH	LIGHTS	LIGHTS	TIPPATH PLANE	CONTROL	SMITH	SWITCH	TIPPATH PLANE	CONTROL	SWITCH	PEDALS	CONTROLS	LIGHTS	LIGHTS	CONTROLS	LTOMS	CONTROL	CONTROLS	
		VERB	1. POSITION	2. CHECK	3. CHECK	4. OBSERVE	S. HOLD	6. ENGAGE	7. ENGAGE	8. OBSERVE	9. ного	10. ENGAGE	n. fee	12. GUNNER DISENGAGE	13. CHECK	14. OFCK	15. PE-ENGAGE	16. CHECK	17. PILOT DISENCAGE	18. RE-ENGAGE	

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	1 5	PREP. 16MT			SEGMENT SYSTEM CHECKS	-TASK ANALYSIS-	2						
	11	CHECK DE-ICE SYSTEM			SUBSYSTEM DE-1CE								
VERB	TASK	MODIFIER	OPERATOR ACTION	CONTROL	ROL OPTIONS	EQUIPMENT RESP.	I ANE	FEEDBACK	K STIMULUS ER INPUT	OPERATOR DECISION OPTIONS	RESE	ACCURACY	COMMENTS
1. POSITION	SALTCA	ENGINE AIR	TUBN SMITCH TO "BIPASS"	POLIAS	BYPASS, DE-ICE SCREEN	SCREEN DE-ICE OPENS AIR SCREENS	` 0		TACTILE CHECKLIST, COMTROL POSITION	BYPASS DE-ICE SCREEN	-		MUST IDENTIFY AND ACTUATE CONTROL TO CORECT POSITION TO ACCOMPLISH SYSTEM
2. OPECK	SCREENS		VISUALLY CHECK POSITION OF ENGINE AIR SCHERS	SCREENS	OPEN, CLOSED	OPEM, CLOSED OPEMS AIR SCREEKS	•		SHITCH POSITION CHECKLIST	OPEN, CLOSED	ъ		
3. POSITION	SWITCH	ENGINE AIR	TUBN SWITCH TO DE-ICE	SWITCH	BYPASS, DE-ICE SCREEN	SCREEN DE-ICE OPENS BLEED AIR LINES			TACTILE SWITCH POSITION CHECKLIST	BYPASS DE-ICE SCREEN			
4. OMEGK	£67		VISUAL CHECK OF GAGE FOR RISE In Egt	EGT GAGE	SCALE RANGE	DISPLAYS EGT	•		01SPLAY	SCALE RANGE	e		
5. POSITION	SWITCH	ENGINE AIR	TURN SHITCH TO "SCREEN"	житен	BYPASS, DE-ICE Screen	BPPASS, DE-ICE OPENS SCREENS, BLEED SCREEN	` .		TACTILE SMITCH POSITION	BYPASS DE-ICE SCREEN	e		
6. OPECK	SCREENS		VISUM, CHECK OF SCREENS	SCREENS	ОРЕМ, СLOSED				SCREEMS	OPEM, CLOSED	r		
7. OFECK	193		VISUAL CHECK OF EGT GAGE FOR DECREASE	395	SCALE RANGE	DISPLAYS EGT	Α.		01 SPLAY	SCALE RANGE	-		

	COMMENTS	MST IDENTIFY AND ACTUATE CONTROL TO CORRECT POSITION TO ACCOMPLISH SYSTEM		MIST IDENTEY AND INTERRET DISPLAY CORRECTLY TO ACCOMPLISH SYSTEM CHECK		MAST IDENTIFY AND ACTUATE COMPEN, TO CORRECT POSITION TO ACCOMPLISH SYSTEM		MIST IDENTEY AND ACTUATE CONTROL TO CORRECT POSITION TO ACCOMPLISH SYSTEM	
	ACCURACY REQUIRED								
	RESP	е .	e e	6		-		m	
	OPERATOR DECISION OPTIONS	ACTUATE CONTROL ON.	SELECT TEMPERATURE FROM COLD TO HOT	TEMPERATURE IN RE- QUIRED SANGE	TEMPERATURE IN RE- QUIRED GANGE	SELECT TEMPERATURE FROM COLD TO HOT	TEMPERATURE IN REQUERED RANGE	ACTUAYE CONTROL ON OR OFF	
	STIMULUS	CHECKLIST, CONTRUL POSITION		CHECKLIST INSTR. DISPLAY	AIR	TACTILE CHECKLIST, CONTROL POSITION	AIR	TACTILE CHECKLIST,	
	FEEDBACK	TACTILE	TACTILE		TACTILE AIR	TACTILE		TACTILE	
	> A	` 0	` 0	` 0	` .	``	`	` .	
SYSTEM CHECKS ECU	EQUIPMENT RESP.	ENABLES ECU	ADJUSTS TO SELECTED TEMPERATURE	OISPLAYS SYSTEM TEMPERATURE	ALLOM AIR FLOM	ADJUSTS TO SELECTED TEMPERATURE	ALLOW AIR FLOW	SECURES ECU	
SEGMENT SYST SUBSYSTEM ECU	OPTIONS	RAIN REMOVAL OFF ECU	COLD TO HOT	SCALE RANGE	OPEN, CLOSE	COLD TO HOT	OPEN, CLOSE	ON-OFF	
	CONTROL	SMITCH, TOGGLE	SWITCH.	TEMPERATURE DISPLAY	VENT	SWITCH.	VENT	SMITCH. TOGGLE	
	OPERATOR ACTION	TURN ECU ON	SET TEMPERATURE CONTROL TO "COLO"	VERIEV EGT RISE	CHECK FOR COOLING AIR FROM VENTS	SET TEMPERATURE CONTROL TO "MOT"	CHECK FOR HOT AIR	TURN ECU OFF	
PREFLIGHT X ECU (AM-1)	MODIFIER	ECU	TEMPERATURE CONTROL	£67	CODLING	TEMPERATURE Control	HEATING	נכח	
MISSION PHASE PREFLIGHT	TASK	SMITCH	2	TEMPERATURE	A. R.	SWITCH	or T	SMITCH	
	VERB	1. SELECT	2. SET	3. OFCK	4. CHECK	5. SET	6. CHECK	7. SELECT	

		COMMENTS		MAST IDENTIFY AND ACTUATE CONTROL, TO CORRECT POSITION TO ACCOMPLISH SYSTEM	NST IDEVITY AND INTERPET DISMAN CORRECTLY TO ACCOMPLISH SYSTEM CHECK	MST IDENTIFY AND INTERNET DISMLAY CORRECTLY TO ACCOMPLISM SYSTEM CMECK	MST IGENTEY AND ACTUATE CONTING, TO CORRECT POSITION TO ACCOMPLISM SYSTEM		
		ACCURACY	REQUIRED						
		CRIT	200	~		m			
		OPERATOR	DECISION OPTIONS	ACTUATE SMITCH ON-OFF	IN TOLERANCE	IN TOLERANCE	ACTUATE SMITCH ON-OFF		
		STIMULUS	1	TACTILE CHECKLIST, COMTROL POSTITION	CHECKLIST, DISPLAY INDICATOR	CHECKLIST, DISPLAY INDICATOR	TACTILE CHECKLIST		
		KW FEEDBACK	A OTHER						
2		30	> 41	` .	`	`			
-TASK ANALYSIS-	SYSTEMS CHECKS PLTOT HEATER	1	- 1	ENABLES PITOT HEATER	DISPLAYS AMETER VALUE	DISPLAYS DIRECTION READING	SECURES PITOT MEATER		
	SEGMENT SYSTEMS CHECK SUBSYSTEM PITOT HEATER	CONTROL /DISPLAY	OPTIONS	ON-OFF	SCALE RANGE	SCALE RANGE	OM-OFF		
		8	NAME	SMITCH, TOGGLE ON-OFF	INDICATOR	INDICATOR	SMITCH, TOGGE ON-OFF		
		•	OFERATOR ACTION	TUBN SMITCH "ON"	VYSUM, CHECK FOR INCREASE LOAD ON METER	OBSERVE SAING OF STANDBY COMPASS	TURN SMITCH OFF		
	CHECK PITOT HEATER		MODIFIER	PITOT HEATER	AMETER	STANDBY	PITOT MEATER		
	MISSION PHASE PREFLIGHT	ш	OBUECT	SMITCH	GAUGE	COMPASS	SWITCH		
			VERB	1. SELECT	2. OFCK	3. OKCK	4. States		

		COMMENTS		MUST LOCATE, IDENTIFY AND INTERPRET COMPADI, POSTITONS CORRECTLY TO AC- COMPLISH SYSTEM CHECKS				
		ACCURACY	A COUNTY					
		CRIT	2	-				
		OPERATOR	DECISION OF TORS	SWITCHES SET AS DESTRED				
		STIMULUS		TACTILE CHECKLIST. CONTROL POSTITON				
		KEEDBACK	А ОТНЕВ					
2		ASK YZK	21	9				
SYSTEMS CHECKS		EQUIPMENT RESP.		ENABLES SYTEMS SELECTED D ' ON" SECURES SYSTEMS SELECTED "OFF				
SEGMENT	SUBSYSTEM CONSOLE	ROL	OPTIONS	ON-OFF, SCALE RANGE	ROL HEAD ROL HEAD			
,	0,	CONTROL	NAME	AND ROTARY SCALE RANGE	ACCIDENT SERVERS COLECTE FAME FAME FOR SAME FAME FOR SAME FAME FAME FAME FAME FAME FAME FAME F			
		OPERATOR ACTION		VERIFY THAY ALL COCKPIT SWITCHES ARE IN THE REQUIRED POSITION				
PRERION	CHECK COCKPIT CONSOLES		MODIFIER	COCKP17				
MISSION PHASE	FUNCTION CHE	TASK	OBJECT	SMITCHES				
			V£88	1. CHECK				

		COMMENTS	MUST IDENTIFY AND INTERPRET DISPLAY CORRECTLY TO ACCOMPLISH SYSTEM CHECKS			ŧ	1	F	1			ı			1	,		
	ACCURACY	REGUIRED	• 33	+ 25	£ 3	\$ +		\$ \$	-	2 .	\$ +		01 ÷		5 .	05 •		
	CRIT	RESP	-	-	-		-	-	-	-	-	-	-		-	-		
	OPERATOR	DECISION OF TIONS	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLESANCE READING	IN TOLERANCE READING	IN TOLERANCE READING	IN TOLERANCE READING		IN TOLERANCE READING	IN TOLERANCE READING		
	1	INPUT	CHECKLIST INDICATOR DISPLAY	1		,	1		ž			1						
	FEEDBACK	AT V A OTHER	``			`	`	`	_	_	/ Q			,	7 0	`.		
SEGMENT SYSTEM CHECKOUT SUBSYSTEM INSTRUMENT DISPLAYS	1	EQUIPMENT RESP	DISPLAYS ROTOR SPEED D	DISPLAYS ENGINE SPEED D	DISPLAYS OIL PRESSURE D	DISPLAYS TEMPERATURE D	DISPLAYS TRANSMISSION D OIL PRESSURE	DISPLAYS TRANSHISSION D	DISPLAYS FUEL PRESSURE D	DISPLAYS TORQUE D	DISPLAYS TEMPERATURE	DESPLAYS NO RIP	DISPLAYS ALTITUDE D	DISPLAYS ATTITUDE 0	DISPLAYS AIRSPEED G	DISPLAYS VERTICAL		
SEGMENT SY SUBSYSTEM IN	ROL	OPTIONS	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE		
	CONTROL	NAME	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR		
		OPERATOR ACTION	VERIFIES IN TOLERANCE RENDING	VERIFIES IN TOLERANCE READING	VERIFIES IN TOLERANCE READING	VERIFIES IN TOLERANCE READING	TRANSMISSION OIL VERIFIES IN TOLERANCE READING	TRANSMISSION OIL VERIFIES IN TOLERANCE READING	VERTFIES IN TOLERANCE READING	CHECK READING	VERIFY IN TOLERANCE	VERIFY ZERO	VERTEY ZERD					
PREFLIGHT CHECK INSTRUMENTS		MODIFIER	ROTOR	ENGINE	ENGINE OIL	ENGINE OIL	TRANSMISSION DIL	TRANSMISSION OIL	FUEL		153	Np (N ₁)		ATTITUDE				
MISSION PHASE PREFLIGHT	TASK	OBJECT	202	*vob	PRESSURE	TEMPERAT RE	3enss3ee	TEMPERATURE	PRESSUPE	TORQUEMETER	TEMPERATURE	war.	ALTIMETER	SADICATOR	AIRSPEED	151		
		VERB	1. CHECK	2. CHECK	3. CHECK	4. CHECK	5. CHECK	9. СЧЕСК	7. CHECK	B. CHECK	9. CHECK	10. CHECK	11. CHECK	12. CHECK	13. CHECK	14. CHCCK		

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		COMMENTS	PILOT MIST SE ANNE OF NIMBER OF PASSENDERS AND HELD LOCATION IN ATROATT TO ANDE GE PROBLEMS GROSS WEIGHT PROBLEMS				
		ACCURACY					
		CRIT					
		OPERATOR DECISION OPTIONS					
		STIMULUS					
		KEDBACK		``			
250			9	0			
SYSTEMS CHECKS		EQUIPMENT RESP					
SEGMENT	SUBSYSTEM	CONTROL					
		CON					
		OPERATOR ACTION	OF PASSENGERS ON BOLARD.	PILOT AND CREW CHEF CHECK THAT PASSENGES ARE SKATED AND USE SEAT BELTS			
SER. LONT	FUNCTION CHECK PASSENGERS	asisioon		PASSENCERS			
MISSION PHASE	FUNCTION CHE	TASK	PASSENGERS	SECURITY			
		VERR). OFEX	2. OFECK			

		SINAMOO	MUST SELECT APPAQUALATE RADIO	INSTRUCTIONS INSTRUCTIONS			
		ACCURACY	REQUIRED				
		CRIT.	SS C	~			
		OPERATOR	CHOICE OF UNE, WHE OR	REPORT CONTENT			
		STIMULUS	83	TACTLE CHCR.1ST			
		KEEDBACK	4				
2		I SK	> \ \(\frac{1}{2}\)	0			
-TASK ANALYSIS-		EQUIPMENT RESP	010	N/A			
ajvov	SUBSYSTEM COMUNICATIONS	TROL	UHE, VHF, FM	N/A			
		CONTROL	NAME SWITCH	גר ופאג רספ			
	MUNICATIONS	OPERATOR ACTION	CALL ATC FACTLITY FOR DEPARTURE INSTRUCTIONS	COP* ATC DEPARTURE INSTRUCTIONS			
94	THRE CLEARANCE COM		MODIFIER	DEPARTURE			
3470	CC	TASK	OBLECT	INSTRUCTIONS			
			I. SELECT	2. RECORD			

-TASK ANALYSIS-

SEGMENT HOVER
SUBSYSTEM INSTRINENTS AND CONSOLE

MUST DETECT AND CORRECTLY INTERPRET DIS-PLAY TO 106 WITFY POSSIBLE ENGINE MALFUNCTION ACCURACY 80 - 100 PSI 40 - 60 PSI 1 6600 ± 50 5 - 30 PSI 294 - 324 < 110° 0 - 20 < 93° OPERATOR CRIT -IN TOLERANCE CONDITION IN TOLERANCE CONDITION QUIPMENT IS ON OR OFF IN TOLERANCE CONDITION IN TOLERANCE CONDITION IN TOLERANCE CONDITION QUIPMENT IS ON OR OFF LIGHTS, CONTROLS ARE ON OR OFF LIGHTS, CONTROLS ARE ON OR OFF IGHTS ARE ON OR OFF LIGHT IS ON OR OFF TACTILE CONTRUE POSTITION,
INDICATION,
CHECKI 157
TACTILE TOWNED POSTITION,
CHECKI 157
TACTILE CONTROL POSITION. CONTROL POSITION, CHECKLIST STIMULUS INDICATOR, CHECKLIST CHECKLIST INDICATOR, CHECKLIST FEEDBACK TACTILE DISPLAY PRESSURE VALUE DISPLAYS A/C EXTERNAL LIGHTS DISPLAY FUEL QUANTITY DISPLAYS TORQUE VALUE DISPLAYS ENVIRONMENT SYSTEM STATUS EQUIPMENT RESP DISPLAYS OUT-OF-DISPLAYS OUT-0F-TOLEPANCE CONDITION DESPLAY TEMPERATURE VALUES DISPLAY TEMPERATURE VALUES DISPLAYS ARMAMENT STATUS DISPLAY RPM VALUE DISPLA" RPM VALUE DESPLAY PRESSURE VALUES DISPLAY FRESSURE VALUES ENABLES SYSTEM CONTROL LIGHTED/UN-LIGHTED SCALE RANGE 340-NO 0N-0FF 0N-0FF 940-NO 0N-0FF ON-OFF INDICATOR INDICATOR NOICATOR INDICATOR INDICATOR INDICATOR INDICATOR NDICATOR NAME INDICATOR NDICATOR NOICATOR NDICATOR NDICATOR INDICATOR INDICATOR INDICATOR VERIFY TRANSMISSION PRESSURE IS INTOLERANCE VERIEV TRANSMISSION TEMPERATURE IS IN TOLERANCE VERIFY MASTER CAUTION LIGHT IS OFF VERIEY ENGINE TEMPERATURES ARE IN VERIFY ALL CAUTION LIGHTS ARE OFF VERTEY ENGINE PRESSURES ARE IN ASCERTAIN SUFFICIENT FUEL IS ABUARD. CHECKS THAT ENGINE RPM 1S IN TOLERANCE CHECKS THAT ROTOR RPM IS IN TOLERANCE VERIFY FUEL PRESSURE IS IN OPERATOR ACTION CHECK BEACON LIGHT IN "ON" VERTEY TORQUE VALUE IS IN CHECK FORCE TRIM IS "OFF" CHECK SWITCH IS "OFF" CHECK PANEL IS SECURE CHECK SAS IS "ON" MISSION PHASE DEPARTURE
FUNCTION COMPLETE PRE-HOVER CHECK MODIFIER CAUTION LIGHT PANSMISSION ARMAMENT BEACON ENGINE ENGINE ROTOR FUEL FUEL 0.03 EMPERATURES TASK EMPERATURE FORCE TRIM PRESSURE QUANTITY RESSURE PRESSURE TOROUE PANEL 18 PANEL LIGHT SCAS RPM -3. CHECK 4. CHECK 9. CHECK 13. CHECK CHECK CHECK CHECK 1. CHECK 2. CHECK S. CHECK 6. CHECK 7. CHECK 10. CHECK 14. CHECK 15. CHECK VERB 9. CHECK

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	SINJAWOS		MUST DETECT AND EVALUATE TERRAIN FEATURES THAT PRESENT A POTENTIAL HAZARD TO HOVER	MIST MANIPULATE CONTROL MITH SUFFICIENT PRECISSON TO ACHIEVE REQUIRED AVC	MUST MANIPLE ATE CONTROL WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C. ATTITUDE		·	F.		MUST DETECT AND EVALUATE INDICATOR READINGS ACCUBATELY TO DETERMINE POSSIBLE ENGINE MALFUNTION	MUST DETECT AND EVALUATE INDICATOR READINGS ACCUSATELY TO DETERMINE POSSIBLE EMGINE MALFUNCTION			1	MOST DETECT INSTRUCTIVE STOWLS AND INTERPRET CORRECTLY TO AVOLD POSSIBLE DAMAGE TO A/C	
	ACCURACY	HEGOINED					3 FT. • 1	3 FT. ± 1	*5 *							
	CRIT	25	~	-	-	-	-	-	-	-	-	-	-	-	-	
*	OPERATOR	DECISION OF HONS	SUFFICIENT CLEARANCE FOR HOVER	CONTROL MOVEMENT TO ACHIEVE NEUTRAL POST- TION	CONTROL MOVEMENT TO ACHIEVE LIFT MOVEMENT	CONTROL MOVEMENT TO ACMIEVE A/C HEADING	CONTROL MOVEMENT TO STABILIZE A/C	CONTROL MOVENENT TO STABILIZE A/C	CONTROL MOVEMENT TO STABILIZE A/C	TEMPERATURE IN TOLERANCE	TEMPERATURE IN TOLERANCE	PPE SSURE IN TOLERANCE	PRESSURE IN TOLERANCE	TORQUE IN TOLERANCE	N/A	
	STIMULUS	TUPUT	CHECKLIST, AREA OBSTRUCTIONS	TACTILE CONTROL POSITION A/C ATTITUDE	TACTILE CONTROL POSITION A/C ATTITUDE	TACTILE CONTROL FOSTITON A/C ATTITUDE	TACTILE CONTROL POSITION A/C ATTITUDE	TACTILE CONTROL POSITION A/C ATTITUDE	TACTILE CONTROL POSITION A/C ATTITUDE	INDICATOR DISPLAY	INDICATOR DISFLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	GROUND GUIDE	
	KE FEEDBACK	A OTHER		TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE							
	E SK	>	0		` ;	` '	` `	`	` U	` .	5	5	` ·	`	``	
FLIGHT CONTROLS	FOLIPMENT RESP	1	N/A	ADDUSTS MAIN ROTOR ATTI-D TUDE IN DIRECTION OF APPLIED FORCE (LEVEL)	ADJUST MAIN ROTOR BLADE C ANGLE IN DIPECTION OF APPLIED FORCE (LEVEL)	ADJUSTS AFT ROTOR BLADES IN DIRECTION OF APPLIED FORCE	ADUSTS MAIN ROTOR ATTI-C TUDE IN DIRECTION OF APPLIED FORCE (LEVEL)	ADJUST MAIN ROTOR BLADE ANGLE IN DIRECTION OF APPLIED FORCE (LEVEL)	ADJUSTS AFT ROTOR BLADES IN DIRECTION OF APPLIEC FORCE	DISPLAYS TEMPERATURE VALUES	DISPLAYS TEMPERATURE VALUES	DISPLAYS PRESSURE VALUES	DISPLAYS PRESSURE VALUES	DISPLAYS TORQUE VALUES	N/A	
SYSTEM	ROL	OPTIONS	N/A	FORE/AFT; LEFT/RIGHT	VP-00-90	IN-00T	FORE/AFT; LEFT/RIGHT	UP-5004N	IN-OUT	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	N/A	
	CONTROL	NAME	N/A	כים וכ	COLLECTIVE	ANTI-TOPQUE PEDALS	כיםונ	COLLECTIVE	ANTI-TORQUE PEDALS	INDICATORS	INDICATORS	INDICATORS	INDICATORS	INDICATORS	4/k	
	OPERATOR ACTION		VERTETES NO OBSTRUCTIONS IN A/C HOVER AREA	POSITION CYCLIC TO NEUTRAL	INCREASE COLLECTIVE	WAINTAIN HEADING	STABILIZE AIRCRAFT	STABILIZE AIRCRAFT	STABILIZE AIRCRAFT	VERIFY TEMPERATURE IN TOLERANCE	VERIFY TEMPERATURE IN TOLERANCE	VERIFY PRESSURE IN TOLERANCE	VERIFY PRESSURE IN TOLERANCE	VERIFY TORQUE IN TOLERANCE	AQUIST A/C ATTITIOE IN ACCORDANCE WITH DUIDE'S INSTRUCTIONS	
HOVER ATRCRAFT		MODIFIER		כאפונ	COLLECTIVE	ANTI-TORQUE	כאפו וכ	COLLECTIVE	AIRCOAFT	ENGINE	TRANSMISSION	TRANSMISSION	ENGINE	ENGINE	GROUND GUIDE	
	TASK	ONLECT	AREA CLEAR	CONTROL	CONTROL	PEDALS	CONTROL	CONTROL	HEADING	TEMPERATURES	TEMPERATURES	PRESSURE	PPESSURE	TORDUE	INSTRUCTIONS	
		VERB). OHECK	2. SCLECT	3. POSITION	4. POSITION	S. AQUUST	6. AQUIST	7. MAINTAIN	8. MONITOR	9. MONITOR	10ONITOR	11. MONITOR	12. MONITOR	13. OBSERVE	

			COMMENTS	MUST MANIPULATE CONTROL WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C ATTITUDE/DIRECTION	t		MUST DETECT AND EVALUATE TERRAIN FEATURES THAT ARE POSSIBLE HAZARD TO AIRCRAFT	MUST DETECT AND EVALUATE READINGS ACCURATELY TO IDENTIFY POSSIBLE ENGINE MALFUNCTIONS				•			
		ACCURACY	REQUIRED		3 ग. • 1	. 8.									
		CRIT	RE Se	-	-	-	-	-	-	-	~	-			
		OPERATOR	DECISION OF TIONS	AMDUNT/DIRECTION OF CONTROL MOVEMENT	AMDUNT/DIRECTION OF CONTROL HOVENENT	ANDUNT/DIRECTION OF CONTROL HOVENENT	DEGREE OF GROUND/AREA CLEARANCE	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLEPANCE CONDITION	IN TOLERANCE CONDITION			
		STIMULUS	INPUT	TACTILE CONTROL POSITION A/C ATTITUDE	z		TERRAIN, A/C ATTITUDE	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	EACH HOYPIENT OF A CONTROL 15/A DISERTE TASK; HOWEVER, HOVERING AND MONTIORNIC ARE CONTINUIS TASKS THROIGHOIT		
		FEEDBACK	A OTHER		TACTILE	TACTILE							HOVEMENT OF DISCRETE TAS RING AND HONI	SECTION SECTION	
2		3.E	ĄĮ >	` `	` ·	` ·		7 3	<u> </u>	0	` ·	0	EACH 1S. A HOVE	<u>F</u>	
HOVER	FLIGHT CONTROLS		EQUIPMENT RESP.	MAIN ROTOR TILTS IN DIRECTION OF APPLIED FORCE (PITCH ATTITUDE)	MAIN ROTOR BLADES TILT IN DIRECTION OF APPLIED FOR (A TORQUE)	AFT ROTOR BLADES TILT IN DIRECTION OF APPLIED FORCE (A/C HEADING)	N/A	DISPLAY ENGINE TEMPER- ATURE VALUES	DISPLAY ENGINE PRESSURE C	DISPLAY ROTOR TORQUE	DISPLAY TRANSMISSION TEMPERATURE VALUES	DISPLAY TRANSMISSION PRESSURE VALUES			
SFOMENT		CONTROL /DISPLAY	OPTIONS	FORE/AFT; LEFT/RIGHT	UP-DOWN	IN-0UT	N/A	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE			
		NOO	NAME	כאכדוכ	COLLECTIVE	PEDALS	4/8	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR			
			OPERATOR ACTION	POSITION CYCLE AS REQUIRED TO HOVER/TAXI TO TAKEOFF AREA	POSITION COLLECTIVE TO MAINTAIN 3 FT. HOVER	NAINTAIN A/C HEADING	OBSERVE TERRAIN TO MAINTAIN A/C CLEARANCE	VERIFY ENGINE TEMPERATURE IN TOLERANCE	VERIFY ENGINE PRESSURE IN TOLERANCE	VERIFY ROTOR TORQUE IN TOLERANCE	VERIEV TRANSMISSION TEMPERATURE IN TOLERANCE	VERIET TRANSMISSION PRESSURE IN TOLERANCE			
DEPARTURE	HOVER/TAXI		WODIFIER	כאבו זכ	COLLECTIVE	ANTI-TORQUE	AIRCRAFT	ENGINE	ENGINE	ROTOR	TRANSHISSION	TRANSMISSION			
MISSION PHASE DEPARTURE	FUNCTION HOVE	TASK	OBLECT	CONTROL	CONTROL	PFDALS	CLEARANCE	TEMPERATURE	PRESSURE	TORQUE	TEMPERATURE	PRESSURE			
			VERB	1. ADJUST	2. AQUIST	3. AQUIST	4. *O*1108	S. MONITOR	6. 10N1TOR	7. MONITOR	8. MONITOR	9. MONITOR			

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		COMMENTS	MAST DETECT AND EVALUATE PEADINGS	ENGINE / EQUIPMENT MALFUNCTIONS	1									
		ACCURACY												
		CRIT	-		-	-	-	-	-	-	-	-		
		OPERATOR	CORRECT POINTER MOVE-	MENT	HEADING DIRECTION		STABLE ATTITUDE UP AND DOWN	SUFFICIENT ALTITUDE	STABLE ATTITUDE UP AND DOWN	AIR SPEED IN TOLERANCE	TORQUE IN TOLERANCE	HE ADING DIRECTION		
		STIMULUS	018		DISPLAY READING	DISPLAY READING	DISPLAY READING	DISPLAY READING	DISPLAY READING	DISPLAY READING	DISPLAY READING	DISPLAY READING		
S		KE FEEDBACK	0 V A OTHER		``	, a	``	``	``	. 0	`	`		
TASK ANALYSIS	INSTRUME VTS	FOUIPMENT RESP	DISPLAYS DIRECTION OF	1	DESPLAYS COURSE IN	DISPLAYS TRIM SETTING	DISPLAYS A/C VERTICAL ATTITUDE	DISPLAYS A/C HEIGHT	MOSE HIGH, LOM DISPLAYS A/C ATTITUDE	DISPLAYS A/C AIR SPEED	DISPLAYS ROTOR TORQUE	DISPLAYS DIRECTION		
	SUBSYSTEM IN	CONTROL /DISPLAY	RIGHT-LEFT		9 - 360°			HETGHT SCALE	NOSE HIGH, LON I	SCALE RANGE	SCALE RANGE	0 - 360*		
		NOO	INDICATOR		INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR		
	ENTS	OPERATOR ACTION	VERIFY NEEDLE MOVES IN CORRECT	DIRECTION	VERIFY CORRECT OPERATION	VERIFY CORRECT OPERATION	VERIFY CORRECT OPERATION	VERIFY CORRECT SETTING	VERIFY CORRECT OPERATION	VERIFY CORRECT OPERATION	VERIFY IN-TOLERANCE PEADING	VERLEY CORRECT OPERATION		
	CHECK FLIGHT INSTRUMENTS		MODIFIER TURN NEEDLE		MEADING	St.19	VERTICAL SITUA- TION	ALTIMETER	ATTITUDE	AIR SPEED	TORQUE METER	STANDBY		
	FUNCTION C	TASK	OBJECT		INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	COMPRASS		
			1. CHECK		2. CHECK	3. CHECK	. ONECK	5. CHECK	6. CHECK	7. CHECK	9. СНЕСК	9. CHECK		

		COMMENTS	MAST DETECT AND EVALUATE INDICATOR REDINGS ACCORDERY TO IDENTIFY POTENTIAL ENGINE MACTORISM			•	•			
		ACCURACY		90 - 100	< 93*	40 - 60	* 110*		96 - 30	
		PEST.	-	-	-	-	-	-	-	
		OPERATOR DECISION OPTIONS	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITON	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	
		STIMULUS	CHECKLIST. INDICATOR READING	CHECKLIST, INDICATOR READING	CHECKLIST. INDICATOR READING	CHECKI 157. INDICATOR READING	CHECKLIST. INDICATOR READING	CHECKLIST, INDICATOR READING	CHECKLIST, INDICATOR READING	
		FEEDBACK	,	`	`		`	,		
Sis		TASK	0	0	۵	0	0	0	٥	
- TASK ANALYSIS. HOVER	Cincipal Cut	EQUIPMENT RESP.	DISPLAY ENGINE RPM DISPLAY ROTOR RPM	DISPLAY ENGINE OIL PRESSURE	DISPLAY ENGINE TEMPER- ATURE	DISPLAT TRANSMISSION OIL PRESSURE	DISPLAT TRANSMISSION TEMPERATURE	DISPLAY FUEL QUANTITY	DISPLAY FUEL PRESSURE	
SEGMENT	SUBSYSTEM	CONTROL /DISPLAY OPTIONS	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE
		CONT	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR
		OPERATOR ACTION	CHECK N, AND NG FOR IN TOLERANCE	CHECK PRESSURE FOR IN TOLERANCE	CHECK TEMPERATURE FOR IN TOLEBRANCE	PANSHISSION OIL OFFCK PRESSURE FOR IN TOLERANCE	CHECK TEMPERATURE FOR IN TOLERANCE	CHECK QUANTITY FOR IN TOLERANCE	CHECK PRESSURE FOR IN TOLERANCE	PILOT AND COPILOT COMPARE INSTRU- MENT READINGS
MISSION PHASE DEPARTURE	בע בעניעל יעסיעטער	MODIFIER	NG AND NP	ENGINE OIL	ENGINE 01L	TRANSHISSION OIL	TRANSMISSION OIL CHECK TEMPERATURE	FUEL	יטפּנ	INSTRUMENT
MISSION PHASE OF	FUNCTION	TASK	F dd	PRESSURE	TEMPERATURE	PRESSURE	TEMPERATURE	QUANTITY	PRESSURE	CORRELATION
		VERB). CHECK	2. CHECK	. OFEX	+. ONECK	S. Office	6. OHECK	7. ONECK	8. OFFICE

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	-	-		-			 	
	217337700		NGST DETECT AND ENAL JUSTE CONTROL RESPONSE FOR SATISFACTORY PERIORMANCE					
	ACCURACY	REGUIRED						
	CRIT	95 36	-	-	-	-		
	OPERATOR		CONTROL IN TOLERANCE	CONTROL IN TOLERANCE	CONTROL IN TOLERANCE	COMTROL IN TOLERANCE		
	STIMULUS	INPUT	CONTOL POSITION A/C ATTITUBE					
	KE FEEDBACK	A OTHER	אכדוננ ב	TACTILE	TACTILE	TACTILE		
2	J. I.	> 1		` .	`	` 0		
- TASK ANALYSJS- TAKEGTE CHECKS	FOUPMENT RESP		MOTOR TILTS IN DIREC- TION OF APPLIED FORCE (ATTITUDE)	ROTOR BLADES TILT IN DIRECTION OF APPLIED FORCE (TORQUE)	AFT ROTOR BLADES TILT IN DIRECTION OF APPLIED FORCE (HEADING)			
SEGMENT PRE-TAKEOFF CHECKS SUBSYSTEM FLIGHT CONTROLS	CONTROL /DISPLAY	OPTIONS	FORE/AFT: LEFT/RIGHT	NP-DOWN	IN-OUT; LEFT-RIGHT	FUEL OPEN/ CLOSEO		
	NOO	NAME	מינו ני	COLLECTIVE	ANTI-TORQUE PEDALS	THROTTLE		
	OPERATOR ACTION		ACTUATE CONTROL FOR FREEDOM OF MOVEMENT AND RESPONSE	ACTUATE CONTROL FOR FREEDOM OF MOVENEYT	ACTURE CONTROL FOR FREEDOW OF MOTUREST	ACTUATE CONTROL FOR FREEDOM OF MOVEMENT		
SE DEPARTURE CHECK FLIGHT CONTROLS		MODIFIER	מתונ	COLLECTIVE	MT1-10RQUE	THROTILE		
MISSION PHASE DEPARTURE FUNCTION CHECK FLIGHT (TASK	OSUECT	CONTROL	COMTROL	PEOALS	CONTROL		
		VERB	ğ	2. OKCK	3. OFECK	4. CHECK		

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			COMMENTS	MAST RECEIVE AND UNCENSTAND BABLO INSTRUCTIONS TO ANDED POTENTIAL COLLISSION	MIST OFFET AND ENALWIE ODJECTS WITHER THE AREAGE POSING A POTEN- TIAL MAZARD TO THE A/C	NOST PREDICT AND EVALUATE A/C POSITION ACCURATELY TO AVOID POSSIBLE COLLISION	NUST ACTUATE A/C CONTROLS CORRECTLY TO ACHIEVE DESTRED PLICAT PATH		
			ACCURACY REQUIRED						
			RESP	-	-	•	-		
			OPERATOR DECISION OPTIONS	TRANSMIT, RECEIVE	SAFE AIRSPACE	A/C POSITION IN TORM- ATION IN TOLERANCE	A/C CONTROLS IN TOLERANCE		
,	1	11					T ž		
			STIMULUS	NESSAGE CONTENT	AIRSPACE, OTHER AIRCRAFT	AIRCRAFT OTHER	CONTROL POSITION AIRSPACE		
			FEEDBACK				TACTILE		
			¥ >	`	-	`	` ·		
ŠŠ			1651	0	0	0	Ü		
-TASK ANALYSIS-	SEGMENT HOYES	200	EQUIPMENT RESP.	PANSHITS NESSAGE	N/A	W.A	CHANGE A/C MEADING, SPEED, ALTITUDE AND ATTITUDE		
	SEGMENT HO	SUBSTSTEM	CONTROL /DISPLAY	TRANSMIT/ RECEIVE	N/A	٧/١	CONTROL RANGE		
			CON	RADIO	4/4	N/A	FL I GHT CONTROLS		
			OPERATOR ACTION	RECEIVES AND ACKNOWLEDGES JOIN UP LOCATION AND ORDER	OSSERVE AREA AND LOCATION OF OTHER AIRCRAFT	DETENDENCE WENT AND WATER AIRCOATT WILL REPOSITION WITHIN FORMATION	ADJUST FLIGHT CONTROLS, HOVER/ TALL TO FORMATION JOIN UP LOCATION		
	MULTI-SHIP JOIN UP		MODIFIER	J01₩ UP	JOIN UP	AIRCRAFT			
	MISSION PHASE DEPARTURE FUNCTION MULTI-SHIP	11	TASK	INSTRUCTIONS	LOCATION	P051710W	AIRCANT		
			VERB	1. RECEIVE	2. OBSERVE	3. DETERMINE	4. REPOSITION AIRCRAFT		
,		L				L		 	

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		COMMENTS	MSST SELECT APPROPRIATE RADIO	MJST SELECT APPROPRIATE FREGUENCY	MUST CLEARLY AND ACCURATELY TRANSMIT	MOT CLEARLY AND ACCHRATELY TRANSMIT MESSAGES			,
		ACCURACY							
		CRIT	2	~	2	2			
		OPERATOR DECISION OPTIONS	SELECT UMF; VMF OR FM	SELECT FROM FREQUENCY RANGE	MESSAGE CONTENT	MESSAGE CONTENT			
		STIMULUS	CONTROL POSITION, CHECKLIST	COMTROL POSITION. CHECKLIST	CHECKLIST	CHECKLIST			
		KY V A OTHER	TACTILE	TACTILE	`	`			
SIS		ASK		0	0	0			
-TASK ANALYSIS-	MUNICALIONS	EQUIPMENT RESP.	UMF; VMF; FM ENABLES SELECTED PADLO	MARLES SELECTED REQUENCY	TRANSMITS MESSAGE	TRANSMIIS MESSAGE	-		
SEGMENT TAKEDEF	SUBSYSTEM_COMMUNICATIONS	CONTROL /DISPLAY	UMF; VMF; FM	FRE QUENCY RANGE	A/A	N/A			
		CON	SMITCH	KM08	MICROPHONE	MICROPHONE			
	PERATIONS/TOWER	OPERATOR ACTION	SMITCH ON DESIRED RADIO	TUNE IN CORRECT PREQUENCY	מאר זא <i>בנ</i> ס	CALL TOMER, READY FOR TAKEOFF			
DEPARTURE	FUNCTION COMMUNICATIONS UNIT OPERATIONS/TOWER	GHANGE		94010	DEPARTURE	TAKEOFF			
MISSION PHASE	FUNCTION CO.	TASK	RADIO	FREQUENCY	W	STATUS			
		00377	1. SELECT	2. SELECT	3. REPORT	4. REPORT			

			COMMENTS																	
			ACCURACY REQUIRED																	
			RESP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			OPERATOR DECISION OPTIONS	CYCLIC, COLLECTIVE, PEDALS	IN TOLERANCE	IN TOLERANCE	ON/OFF	ON/OFF	IN TOLERANCE	IN TOLERANCE	IN TOLERANCE	IN TOLERANCE	ON/OFF	ON/OFF	ON/OFF	ON/OFF	IN TOLERANCE	AREA CLEAR/UNCLEAR		
			STIMULUS	CONTROL PITCH ATTITUDE		GAUGE	LIGHT	LIGHT	GAUGE	CAUGE	GAUGE	GAUGE	SWITCH	SWITCH	SWITCH	SWITCH	CAUGES	SURROUNDING AREA		
		200000	AY A OTHER	C / TACTILE	``	· 0	` 0	` 0	, ,	``	` 0	`	` 0	` 0	0 /	` 0	\ 0	C /		
TASK ANALYSIS	SEGMENT TAKEUPE		EQUIPMENT RESP.	TUDE, ALTITUDE AND		DISPLAYS	DISPLAYS	DISPLAYS	DISPLAYS	DISPLAYS	DISPLAYS	DISPLAYS	ACTIVATES POWER TO SYSTEM	ACTIVATES POWER TO SYSTEM	ACTIVATES POWER TO SYSTEM	ACTIVATES POWER TO	DISPLAYS	N/A		
1	SUBSYSTEM TWS		POL	PITCH, ROLL AND	0 - 50 PSI 0 - 100%		ON/OFF	ON/OFF	IN TOLERANCE OUT TOLERANCE				ON/OFF	ON/OFF	ON/0FF	ON/OFF	IN/OUT OF TOLE RANCE	N/A		
			NAME C	PL IGHT	TORQUE METER	ТАСН	LIGHTS	LIGHTS	CAUGE	GAUGE	GAUGE	CAUGE	SMITCH	SWITCH	SWITCH	SWITCH	GAUGES	N/A		
			OPERATOR ACTION	ADJUST CYCLIC, COLLECTIVE, PEDALS TO MAINTAIN STABLE 3 FT. HOVER	CHECK TORQUE AND N1 GAUGES AND NOTE POMER REQUIRED TO HOVER	VISUALLY CHECK EACH INSTRUMENT/ PANEL AND CALL OUT CHECK TO CO-	PILOT FOR VERIFICATION						•	•			VISUALLY CHECK FLIGHT INSTRUMENTS TO INSURE PROPER OPERATION			
	DEPARTURE		MODIFIER		HOVER		MASTER CAUTION	CAUTION PANEL	ENGINE.	ENGINE, TRANSMISSION	וענו	FUEL				ROTATING	RIGHT	AIRSPACE		
	MISSION PHASE DEPARTURE		DBJECT	AIRCRAFT	POWER	DUAL TACH	LIGHT	Uer	TEMPERATURE	PRESSURE	PRESSURE	QUANTITY	SCAS	FORCE TRIM	ARMAMENT PANEL	BEACON	INSTRUMENTS	CLEARANCE		
			VERB	1. STABILIZE	2. CHECK	3. СМЕСК	4. CHECK	5. CHECK	6. CHECK	7. CHECK	B. CHECK	9. CHECK	TO. CHECK	и. смеск	12. CHECK	13. СМЕСК	14. CHECK	15. CHECK (

· Videology sensors

		COMMENTS	MUST DETECT AND EVALUATE TERRATIN FEATURES FOR POSSIBLE HAZARD TO A/C				
		ACCURACY					
		RESP	-	-			
		OPERATOR DECISION OPTIONS	TERRAIN/AIRSPACE CLEARANCE			,	
		STIMULUS	2	GA UGE S			
		FEEDBACK					
Sis		TASK I ASK	0	10			
-TASK ANALYSIS-		EQUIPMENT RESP.	N/A	DISPLAYS			
CECUENT TAKEOFF	SUBSYSTEM	ROL	4/A	IN/OUT TOLER- DISPLAYS			
		CONTROL	W. A.	INSTRUMENTS			
	ACE FOR TAKEDFF	OPERATOR ACTION	OBSERVE FOR ALC CLEADANCE AND OBSTACLES, OTHER AIRCRAFT, ETC.	VISUALIY SCAN INSTRUMENT OANEL. CHECK INSTRUMENT WITHIN CHEEN ANE.			
200	FUNCTION HOWITOR INSTRUMENTS/ALRSPACE FOR TAKEDEF	MODIFIER		ENGINE, TRANS- MISSION, FLIGHT			N.
MISSION PHASE DEPARTIBE	FUNCTION MONITOR	TASK	AIRSPACE	INSTRUMENTS			
		VERB		2. MONITOR			

			COMMENTS	MIST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C RESPONSE	MUST DETECT AND EVALUATE READINGS TO IDENTIFY POTENTIAL ENGINE/EQUIPMENT MALFUNCTIONS		•	MUST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C	MUST DETECT AND EVALUATE READINGS TO IDENTIFY POTENTIAL ENGINE/EQUIPMENT MALFUNCTIONS	MIST DETECT AND EVALUATE TERRAIN FOR PROPER ATTITUDE	MUST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C RESPONSE	MIST DETECT AND EVALUATE READINGS TO TOENTEY POTENTIAL ENGINE/EQUIPMENT MALEUNCTIONS	•	MUST DETECT AND EVALUATE TERRAIN FEATURES FOR POSSIBLE HAZARD TO A/C			
		ACCURACY	REGUIRED														
		CBIT	RE Se	-	-	-	-	-		-	~	-	-	-	-	-	
		OPERATOR	DECISION OPTIONS	AMOUNT AND DIRECTION OF CONTROL HOVEMENT	IN TOLERANCE RANGE	IN TOLERANCE RANGE	IN TOLERANCE RANGE	AMOUNT AND DIRECTION OF CONTROL MOVEMENT	IN TOLERANCE RANGE	N/A	AMDUNT AND DIRECTION OF CONTROL MOVEMENT	IN TOLERANCE RANGE	IN TOLERANCE RANGE	TERRAIN CLEARANCE	TERRAIN/AIRSPACE CLEARANCE		
		STIMULUS	INPUT	CONTROL POSITION	INDICATOR READING	INDICATOR READING	INDICATOR READING	CONTROL POSITION	INDICATOR READING	INDICATOR READING	CONTROL POSITION	INDICATOR READING	INDICATOR READING	TERRAIN	TERRAIN/AIRSPACE	GAUGES	
		EEDBACK	V A OTHER	TACTILE				TACTILE			TACTILE						
		35	>	0	0		,	0	0	0	0	` 0	•	3	5	` '	
TAKOFF			EQUIPMENT RESP.	TILT MAIN ROTOR BLADE IN D DIRECTION OF APPLILD FORCE	DISPLAYS ENGINE TORQUE VALUE	DISPLAYS PER CENT RPM	DISPLAYS ENGINE RPM DISPLAYS ROTOR RPM	TILT MAIN ROTOR IN DI- RECTION OF APPLIED FORCE (PITCH ATTITUDE)	DISPLAYS A/C ATTITUDE	DISPLAYS A/C ATTITUDE	TILT AFT ROTOR BLADES IN DIPECTION OF APPLIED FORCE (TRIM)	DISPLAY A/C HEADING	DISPLAY A/C ATTITUDE	DISPLAYS A/C ATTITUDE	4/4	OISPLAYS	
	SUBSYSTEM	CONTROL /DISPLAY	OPTIONS	UP-DOWN	SCALE RANGE	SCALE RANGE	SCALE RANGE	FORE/AFT; LEFT/RIGHT	SCALE RANGE	SCALE RANGE	IN-OUT/ LEFT-RIGHT	SCALE RANGE		SCALE RANGE	N/A	IN TOLERANCE OUT TOLERANCE	
		CONT	NAME	COLLECTIVE	INDICATOR	INDICATOR	INDICATOR	כאפרוכ	INDICATOR	TIP PATH PLANE & HORIZON	PEDALS	INDICATOR	INDICATOR	PLANE & HORIZON	٧/٧	INSTRUMENTS	
			OPERATOR ACTION	ADJUST POWER FOR TAKEOFF	VERIFY IN TOLERANCE	VERIFY IN TOLERANCE	VERIFY IN TOLERANCE	ADJUST ATTITUDE FOR TAKEDFF	VERIFY A/C ATTITUDE	VERIET A/C ATTITUDE	ADJUST LEFT OR RIGHT PEDAL AS REQUIRED	VERIFY A/C ATTITUDE	AQUUST LEFT OR RIGHT PEDALS AS REQUIRED	OBSERVE OUTSIDE REFERENCE POINT	OBSERVE FOR A/C CLEARANCE AND OBSTACLES, OTHER AIRCRAFT, ETC.	CHECK INSTRUMENT MITHIN GREEN ARC	
DEPARTURE	AIRCRAFT TAKEOFF		MODIFIER	COLLECTIVE		2	TACHOMETER	נימונ	ATT 1 TUDE	PITCH	ANTI-TORQUE	HEADTNG				ENGINE, TRANS-	
33774 1013317	FUNCTION ATRC	TASK	OBJECT	CONTROL	TORQUE METER	MON	ROM	CONTROL	INDICATOR	ATTITUDE	PEDALS	INDICATOR	TRIM BALL	OUTSIDE REFERENCE	AIRSPACE	INSTRUMENTS	
			VERB	1. AQJUST	2. CHECK	3. Смеск	4. CHECK	S. ADJUST	6. OFCK	7. OFCK	B. ADJUST	9. CHECK	10. CHECK	11. СмЕСК	12. MONITOR	13. MONITOR (SEE 2, 3, 4, 6, 9, 10, ABOVE)	

	MISSION PHASE	DEPARTURE			SEGMENT CL	CLIMBOIT	2						
	1 1	CL I MBOUT			SUBSYSTEM								
	TASK		NOTION BOTAB	CON	CONTROL	EQUIPMENT RESP	KEEDBACK	FEEDBACK	STIMULUS	OPERATOR	CRIT	ACCURACY	COMMENTS
VERB	OBJECT	MODIFIER		NAME	OPTIONS		A > 1	ОТНЕВ	INPUT	DECISION OF HONS	HESP	KEGOIRED	
1. AQUUST	CONTROL	COLLECTIVE	ADJUST POWER FOR CLIMBOUT	COLLECTIVE	UP-00MN	TILT MAIN ROTOR BLADE IN DIRECTION OF APPLIED FORCE	` .	TACTILE	CONTROL POSITION	AMDUNT AND DIRECTION OF CONTROL MOVEMENT	-		MIST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C RESPONSE
2. CHECK	TORQUE METER		VERIFY IN TOLERANCE	INDICATOR	SCALE RANGE	DISPLAYS ENGINE TORQUE VALUE	`		INDICATOR READING	IN TOLERANCE RANGE	-		MUST DETECT AND EVALUATE READINGS TO IDENTIFY POTENTIAL ENGINE/EQUIPMENT MALFUNCTIONS
3. СНЕСК	I a	ź	VERIFY IN TOLERANCE	INDICATOR	SCALE RANGE	DISPLAYS PER CENT RPM	`.	-	INDICATOR READING	IN TOLERANCE RANGE	-		
₹. CHECK	1 68	TACHOMETER	VERIFY IN TOLERANCE	INDICATOR	SCALE RANGE	DISPLAYS ENGINE RPM DISPLAYS ROTOR RPM	` .	-	INDICATOR READING	IN TOLERANCE RANGE	-		ı
S. ADJUST	CONTROL	כעפרוכ	AQUUST ATTITUDE FOR CLIMBOUT	CYCLIC	FORE/AFT; LEFT/RIGHT	TILT MAIN ROTOR IN DI- RECTION OF APPLIED FORCE (PITCH ATTITUBE)	0	TACTILE	CONTROL POSITION	AMOUNT AND DIRECTION OF CONTROL MOVEMENT	-		MUST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C RESPONSE
6. CHECK	INDICATOR	ATTITUDE	VERIFY A/C ATTITUDE	INDICATOR	SCALE RANGE	DISPLAYS A/C ATTITUDE	` .	-	INDICATOR READING	IN TOLERANCE RANGE	-		MUST DETECT AND EVALUATE READINGS TO IDENTIFY POTENTIAL ENGINE/EQUIPMENT MALFUNCTIONS
7. СМЕСК	ATTITUDE	РТСН	VERIFY A/C ATTITUDE	TIP PATH PLANE & HORIZCH	SCALE RANGE	DISPLAYS A/C ATTITUDE	` 0		INDICATOR READING	N/A	-		MUST DETECT AND EVALUATE TERRAIN FOR PROPER ATTITUDE
8. ADJUST	PEDALS	ANTI-TORQUE	ADJUST LEFT OR RIGHT PEDAL AS REQUIRED	PEDALS	IN-OUT/ LEFT-RIGHT	TILT AFT ROTOR BLADES IN DIRECTION OF APPLIED FORCE (TRIM)	`	TACTILE	CONTROL POSITION	AMOUNT AND DIRECTION OF CONTROL MOVEMENT	-		MUST ADJUST CONTROLS MITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C RESPONSE
9. CHECK	INDICATOR	HEADING	VERIFY A/C ATTITUDE	INDICATOR	SCALE RANGE	DISPLAY A/C HEADING	`	-	INDICATOR READING	IN TOLERANCE RANGE	-		MUST DETECT AND EVALUATE READINGS TO IDENTIFY POTENTIAL ENGINE/EQUIPMENT MALFUNCTIONS
10. CHECK	TRIM BALL		ANJUST LEFT OR RIGHT PEDALS AS REQUIRED	INDICATOR		DISPLAY A/C ATTITUDE	`	-	INDICATOR READING	IN TOLERANCE RANGE	-		
11. СМЕСК	OUTSIDE REFERENCE	w	OBSERVE OUTSIDE REFERENCE POINT	TIP PATH PLANE & HORIZON	SCALE RANGE	DISPLAYS A/C ATTITUDE	``	-	TERRAIN	TERRAIN CLEARANCE	-		MUST DETECT AND EVALUATE TERRAIN FEATURES FOR POSSIBLE MAZARD TO A/C
12. MONITOR	AIRSPACE		OBSTACLES, OTHER AIRCRAFT, ETC.	A/A	N/A	n/A	5	-	TERRAIN/AIRSPACE	TERRAIN/AIRSPACE CLEARANCE	-		
13. MONITOR (SEE 2. 3. 4. 6. 9. 10. ABOVE)	INSTRUMENTS	ENGINE, TRANS- MISSION, FLIGHT	USSIMLY SCAN INSTRIBENT PANEL, CHECK INSTRIBENT MITHIN GREEN ARC	INSTRUMENTS	IN TOLERANCE DISPLAYS OUT TOLERANCE	OISPLAYS	7 0	3	GAUGES		~		

	KM FEEDBACK STIMILLIS CREPATOR CRIV ACCUBACY	V A OTHER	D A TACTILE CONTROL POSITION AND DIRECTION 1 NAST ADJUST CONTROLS WITH SUFFICIENT OF CONTROL MOVERN TO CONTROL WITH SUFFICIENT OF ADJUST CONTROLS WITH SUFFICIENT OF ADJUST CONTROLS WITH SUFFICIENT OF CONTROL WI	NE TOROUE D / INDICATOR READING IN TOLEGAMEE RANGE 11 NEWS DITTED AND ENLINET RECORNS TO AMALTINE RECORNS AND AMALTINE TOROUTH AMALTINE TOROUTH AMALTINE TOROUTH AMALTINE TOROUTH AMALTINE TOROUTH AMALTINE TOROUTH AMALTINE	CENT RPH 0 / INDICATOR READING IN TOLEGANCE RANGE 1	R KPW 0 / INDICATOR READING IN TOLEGANGE RANGE 1	NET NO. 0 / TACTLE CONTROL POSITION AMOUNT AND DIRECTION 1 PAGE SAUCH SUFFICIENT OF CONTROL NOT REGISTER	ATTITUDE 0 / INDICATOR READING IN TOLEDANCE RANGE 11 MAY DIFFT AND FALLANT REDISEATED TO THE PROJECT AND FALLANT RESIDENTIAL ENGINEERING OUT WATCHER TO THE PROJECT OF THE	ATTITUDE 0 , INDICATOR READING N/A 1 MISSIONE PROPER ATTITUDE TERMIN FOR	OF APPLIED OF APPLIED OF CONTROL POSITION AMOUNT AND DIRECTION 1 MAT ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C RESPONSE	EADING D / INDICATOR READING IN TOLERACL RANGE 1 INCREMENTAL FACING FOLIATE READING TO THE PROTECT AND EVALUATE READING FOLIATIONS OF THE PROTECT AND EVALUATE READING FOLIATIONS.	TITIUGE D / INDICATOR READING IN TOLEDANCE RANGE 1	ATTITUDE D , TERRATIN TERRATIN CLEARANCE T MUST DETECT AND EVALANTE FERRATIN	C / TERRAIN/AIRGACE TERRAIN/AIRGACE I	C / GAURES	
	100	S S													-	
	STIMILIS	INPUT	CONTROL POSITION	INDICATOR READING	INDICATOR READING	INDICATOR READING	CONTROL POSITION	INDICATOR READING	INDICATOR READING	CONTROL POSITION	INDICATOR READING	INDICATOR READING	TERRAIN	TERRAI N/AI RSPACE	GAUGES	
	FEEDBACK	V A OTHER	`				-			`						
DEF		EQUIPMENT RESP.	TILT MAIN ROTOR BLADE DIN DIRECTION OF APPLIED FORCE	DISPLAYS ENGINE TORQUE D	DISPLAYS PER CENT RPM D	DISFLAYS ENGINE RPM DISPLAYS ROTOR RPM	TILT MAIN ROTOR IN DI- RECTION OF APPLIED FORCE (PITCH ATTITUDE)	DISPLAYS A/C ATTITUDE D	DISPLAYS A/C ATTITUDE 0	TILT AFT ROTOR BLADES IN DIRECTION OF APPLIED FORCE (TRIM)	DISPLAY A/C HEADING D	DISPLAY A/C ATTITUDE D	DISPLAYS S/C ATTITUDE D	0 0	DISPLAYS	
SEGMENT LEVEL DEF	ROL	OPTIONS	UP-DOWN	SCALE RANGE	SCALE RANGE	SCALE RANGE	FORE/AFT; LEFT/RIGHT	SCALE RANGE		IN-OUT/ LEFT-RIGHT	SCALE RANGE		SCALE RANGE	N/A	IN TOLERANCE OUT TOLERANCE	
v, v,	CONTROL	NAME	COLLECTIVE	INDICATOR	INDICATOR	INDICATOR	CYCLIC	INDICATOR	TIP PATH SCALE RANGE PLANE & HORIZON	PEDALS	INDICATOR	INDICATOR	TIP PATH PATH & HORIZON	N/A	INSTRUMENTS	
		OPERATOR ACTION	AQJUST POWER FOR NORMAL CRUISE	VERIFY IN TOLERANCE	VERIFY IN TOLERANCE	VERIFY IN TOLERANCE	ADJUST ATTITUDE FOR MORMAL CRUISE	VERIFY A/C ATTITUDE	VERIFY A/C ATTITUDE	ADJUST LEFT OR RIGHT PEDAL AS REQUIRED	VERIFY A/C ATTITUDE	ADUST LEFT OR RIGHT PEDALS AS REQUIRED	OBSERVE OUTSIDE REFERENCE POINT	OBSERVE FOR A/C CLEARANCE AND OBSTACLES, OTHER AIRCRAFT, ETC.	CHECK INSTRUMENT PAREL, CHECK INSTRUMENT WITHIN GREEN ARC	
DEPARTURE MORMAL CRUISE		MODIFIER	COLLECTIVE		£	TACHONETER	כאכרוכ	ATTITUDE	PITCH	ANTI-TORQUE	HEADING				ENGINE, TRANS-	
MISSION PHASE	TASK	OBJECT	CONTROL	TORQUE METER	8	I da	CONTROL	INDICATOR	ATTITUDE	PEDALS	INDICATOR	TRIM BALL	OUTSIDE REFERENCE	AIRSPACE	INSTRUMENTS	
	-	VERB	1. AQUIST	2. CHECK	3. CHECK	4. CHECK	S. ADJUST	6. СНЕСК	у. смеск	8. ADJUST	9. СИЕСК	10. CHECK	11. CHECK	12. MONITOR	13. MONITOR (SEE 2, 3, 4, 6, 9, 10, ABOVE)	

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1		a vine work	Dr. DAQTI OF				- TASK ANALYSIS-	2						
		FUNCTION MONITO	FUNCTION WONITOP INSTRUMENTS AND AIRSPACE (CROSS	AIRSPACE (CROSS CHECKS)		SUBSYSTEM								
		TASK		MOITS GOT AGREE	CONTROL	ROL	EQUIDATENT DECO	SK.	KA FEEDBACK	STIMULUS	OPERATOR	CRIT	ACCURACY	
	VERB	ORVECT	MODIFIER		NAME	OPTIONS		> YI	ОТНЕЯ	INPUT		RESP	REGUIRED	2000
-	СНЕСК	INDICATOR	TORQUE METER	VISUALLY OBSERVE READING ON INDICATED GAUGE	TORQUE METER	0 - 0	DISPLAYS TORQUE (POWER) BEING USED	`		GAUGE, COLLECTIVE POSITION	INCREASE, DECREASE	64	. 2	MUST DETECT. IDENTIFY AND EVALUATE INSTRUMENT DISPLAYS AND COMPAN DOSTTON
2.	CHECK	TACHONETER	÷		M, TACH	1001 - 0	DISPLAYS PER CENT RPM	7 0			INCREASE, DECREASE	2		ACCUMA ELY TO ASSESS ATC DESATION AND MAINTAIN SATE FLIGHT
3.	CHECK	GAUGE	193		EGT	0 - 1000*	DISPLAYS TEMPERATURE	` '				~	-15	
	СНЕСК	INDICATOR	DUAL TACH	•	DUAL TACH		DISPLAYS ROTOR RPM DISPLAYS ENGINE RPM	`		CAUGE		2	52.	#
3	CHECK	1401CAT08	AIRSPEED		ATRSPEED INDICATOR	0 - 190 KTS	DISPLAYS INDICATED AIR-	7 0		GAUGE		2	5 .	
6	CHECK	ALTIMETER, VSI			ALTIMETER VSI	RANGE CLIMB, DESCENT	DISPLAYS ALTITUDE, RATE	\ o		GAUGE	INCREASE, DECREASE TORQUE	2	8	
7.	CHECK	INDICATOR	RADIO MAG		SA!		DISPLAYS AIRCRAFT	``		CAUGE		2	• 5 •	
øj	REPEAT STEP	REPEAT STEPS 1, 2, and 3										2		
6	СНЕСК	INDICATOR	FUEL PRESSURE		FUEL PRESSURE	5 - 30	DISPLAYS FUEL PRESSURE	``		GAUGE		2	£2£	
19.	СНЕСК	INDICATOR	FUEL QUANTITY		\$111.000		DISPLAYS FUEL QUANTITY	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		GAUGE		2	.3	*
Ė	CHECK	INDICATOR	TRANSMISSION OIL		OIL PRESSURE	0 - 100	DISPLAYS OIL PRESSURE	· \		GAUGE		2		
12.	СНЕСК	INDICATOR	ENGINE OIL PRESSURE	•	OIL PRESSURE	0 - 100	DISPLAYS OIL PRESSURE	>		GAUGE		2	•	1
13.	СНЕСК	INDICATOR	TRANSMISSSION OIL		OIL TEMPERA- TURE		DISPLAYS OIL TEMPERATURE	\ 0		GAUGE		2	\$ \$	
=	CHECK	INDICATOR	ENGINE OIL TEMPERATURE		01L TEMPERA- TURE		DISPLAYS OIL TEMPERATURE	5		GAUGE		2		
15.	ADJUST	CONTROLS	R.1947	ACCUST CYCLIC, COLLECTIVE AND PEDAL AS NECESSARY TO MAINTAIN	7LIGHT		DETERMINES AIRCRAFT ATTITUDE	` '	TACTILE	INSTRUMENTS &	CHANGE OR HOLD CONSTANT	2		
16.	MONITOR	AIPSPACE		DESTRED FLIGHT ATTITUDE OBSERVE A/C CLEARANCE AND OBSTA- CLE AVOIDANCE	N/A					TERRAIN, AIR-	TERRAIN, AIRSPACE			
A		THOSE INSTRUMENTS CHECKED MIST OFTEN ARE: 1. TORQUE 2. DUAL TACH 3. S. S. S. S. A. M.	OST OFTEN ARE:											

		***************************************	COMMENTS	MUST SELECT APPROPRIATE MADIO FOR MESSAGE THANSHISSSION	MSS SELECT CORRECT FREQUENCY FOR NESSAGE TRANSMISSION	NOST TRANSPIT MESSAGE CLEARLY AND ACCURATELY				
		ACCURACY	REQUIRED							
		CRIT	RES	-	-	-				
		OPERATOR	DECISION OPTIONS	SELECT UNF, VMF OR FM	SELECT FREQUENCY BAND	MESSAGE CONTENT				
		1	INPUT	CONTROL POSITION	TACTILE CONTROL POSITION		CONTROL POSITION		CONTROL POSITION	
		KW FEEDBACK	OTHER	TACTILE	ACTILE		тастие		TACTILE	
		FEEG	< >		`	` .	`	9	` a	
- IASK ANALYSIS-		KOUIPMENT BEGS	. 1	ENABLES SELECTED RADIO 0 /	ENBLES SELECTED FREQUENCY	N/A	FREQUENCY FREQUENCY	N/A	EMBLES SELECTED FREQUENCY	
SEGMENT	J	CONTROL /DISPLAY	OPTIONS	UHF; YHF; FM	FREQUENCY BAND	N/A		N/A	FREDUENCY BAND	
		CONT	NAME	SELECTOR SWITCH	SWITCH	4/A	ROTARY SWITCH FREQUENCY BAND	N/A	ROTARY SMITCH	
	TURE CONTROL)	OPERATOR ACTION		SWITCH ON DESIRED MADIO	TUNE IN APPROPRIATE FREQUENCY	INFORM TOKER CLEAR OF TRAFFIC	CHANGE TO OPERATIONAL FREQUENCY	INTERN BASE OPERATIONS OF TAREOFF	CHANGE TO ARTY ADVISORY FREQUENCY	
DEPARTURE	COMMUNICATIONS (DEPARTURE CONTROL)		MODIFIER		RADIO		RAGIO		RADIO	
MISSION PHASE DEPARTURE	FUNCTION	TASK	OBLECT	94010	FREGUENCY	K SSAGE	FREQUENCY	MESSAGE .	FREQUENCY	
			VERB	ו. אתפס	2. ADJUST	3. TRANSHIT	4. AQUST	S. TRANSHIT	6. ADUST	

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TABLE TOURNEYS TOURNESS T		MISSION PHASE	REDRIN LEVEL OFF CH	ECK/ACTIVATE ECU			LEVEL OFF INSTRUMENTS AND CONSOLE							
MANTE MANT		TASK			CON	TROL		KE FE	EDBACK	STIMULUS	OPERATOR	CRIT	ACCURACY	
WENTY NO CHANGE TABLE OF THE NO CHANGE T	VERB	OBJECT	MODIFIER	OPEHATON ACTION	NAME	OPTIONS		ΑŢ >	A OTHER	INPUT	DECISION OPTIONS	RES	REQUIRED	COMMENTS
WEIGHT WITH WITH WITH WITH WITH WITH WITH WI	1. CHECK	ATTITUDE INDI- CATOR		ARE WINGS LEVEL	INDICATOR		DISPLAY A/C ATTITUDE			CHECKLIST.	IN TOLERANCE CONDITION	-		HUST DETECT AND ENALUATE READINGS TO TOENTEY POTENTIAL ENSINE/EQUIPMENT MALEUCTIONS
WEGGE, BALL 1989, 7819 WEGGE UP, BALL CHIERD 1901-100 MEDICATOR 1901-100 MEDI	2. CHECK	ALTIMETER, VSI		VERIFY NO CHANGE	INDICATOR		DISPLAY A/C ALTITUDE				IN TOLERANCE CONDITION	-		•
FINGLATOR FACTOR FOLIANDE FORTH FOLIANDE FO	3. CHECK	MEEDLE, BALL	TURN, TRIM	NEEDLE UP. BALL CENTERED	INDICATOR		DISPLAY A/C ATTITUDE				IN TOLERANCE			
FEGGE TAKEN. INDICATOR SCALE RANGE DISPLAY ENGINE/ROTOR 0 / 1 INDICATOR SCALE RANGE DISPLAY ENGINE/ROTOR 0 / 1 LUMBERT SCALE RANGE DISPLAY ALC CONDITIONS 0 / 1 LUMBERT SCALE RANGE DISPLAY ALC CONDITIONS 0 / 1 LUMBERT SCALE RANGE DISPLAY ALC CONDITIONS 0 / 1 LUMBERT SCALE RANGE DISPLAY ALC CONDITIONS 0 / 1 LUMBERT SCALE RANGE DISPLAY ALC CONDITIONS 0 / 1 LUMBERT SCALE RANGE DISPLAY AND 0 / 1 LUMBE	4. CHECK	HEADING INDI- CATOR			INDICATOR		DISPLAY A/C DIRECTION				IN TOLERANCE CONDITION	-		
INSTRUCENTS CANTIONNAMENTY CANTIONNAMENTY CONSOLE SWITCHES WERET IN CORRECT POSITION SELECTION SWITCH EGU TURN EGU ON SELECTION SWITCH SELECTION SWITCH SELECTION SWITCH SELECTION SWITCH SELECTION SWITCH SELECTION SWITCH SWITC		ENGINE TACH.		VERIFY 6600 RPM	INDICATOR	SCALE RANGE	DISPLAY ENGINE/ROTOR				IN TOLERANCE CONDITION	-		
CONSOLE SWITCHES CONSOLE FOR THE ECU CONDITION SWITCH CONSOLE SWITCH CONSOLE SWITCH CONDITION SWITCH CONDITION CONDIT	6. CHECK	INSTRUMENTS		VERIFY "GREEN RANGE"	INDICATOR	SCALE RANGE	DISPLAY A/C CONDITIONS	۵			IN TOLERANCE CONDITION	-		
ANYWORLE SATTOME ECU TUSN ECU ON SATTOME COUNTRY SATTOME ECU SALECT TEMPERATURE ECU O / TACTLLE SATTOME ECU SELECT TEMPERATURE CONTROL SATTOM ECU SELECT TEMPERATURE CONTROL SATTOM SATTOM SATTOME COUNTRY S	7. CHECK	CAUTION/MARNING LIGHTS		VERIFY ALL LIGHTS OUT	INDICATOR	ON-OFF	DISPLAY CAUTION/WARNING	0		ž	IN TOLERANCE COMDITION	-		
SELECTOR SATTOR ECU TURN ECU ON SATTOR ON-OFF EVABLE ECU D / TACTILE SATTOR ECU ON SELECT TEMPERATURE CONTROL SATTOR ON-OFF ADJUST TEMPERATURE D / TACTILE SATTOR ON-OFF EVABLE ECU D / TACTILE D /	B. CHECK	CONSOLE SHITCHES		VERIFY IN CORRECT POSITION	SHITCHES	ON-OFF	ENABLE A/C SYSTEMS			CHECKLIST, CONTROL POSITION	ON-0FF	-		MUST DETECT AND EVALUATE SWITCH POSITIONS IN TERMS OF A/C SAFETY, CONTROLLABILITY AND MISSION REQUIREMENTS
SELECTOR SAFTCH ECU TURN ECU ON SALECT TEMPERATURE CONTROL SAFTCH GANTE ADJUST TEMPERATURE ON TAILLE	9. Снеск	ARMENT PANEL		VERIFY IN "SAFE" CONDITION	SWITCHES/ INDICATORS	N/A	N/A		TACTILE		ON-OFF, IN TOLERANCE CONDITION	-		MIST DETECT AND EVALUATE READINGS TO TOENTIFY POTENTIAL ENGINE/EQUIPMENT HAR ETHITTON AND STATESTER AND FRAME APP
TEMPERATURE CONTROL SMITCH GANGE ADJUST TEMPERATURE D / MACTILE	19. ACTUATE	SELECTOR SHITCH	נכת	TURN ECU ON		ON-0FF	ENABLE ECU		TACTILE		ON-0FF	-		SATICH POSITIONS IN TERMS OF ALC SAFETY. CONSIDERABILITY AND MISSION OF RECEIVED TO THE PROPERTY OF ALC SAFETY. CONTROL AND INTERPRETATION OF ALC SAFETY. CONTROL AND INTERPRETATION OF ALC SAFETY.
	11. A0JUST	TEMPERATURE	n U	SELECT TEMPERATURE CONTROL	SWITCH	PANGE	ADJUST TEMPERATURE		TACTILE	E	ADJUST RANGE	-		

· water and a comment

Page 1 of 2		200		MUST ACTUATE CONTROL IN APPROPRIATE DIRECTION OACHIVE DESTRED AIRSPEED AND PRIVAT POSSIBLE LOSS OF CONTROL WITH GROUND OR OBSTACLES		MUST DETECT AND INTERPECT AIRSPEED INDICATOR CORRECTOR TO MAINTAIN, ADJUST TO DESIPECY AIRSPEED		HAST DETECT AND INTERRET ALTINETER THORGATOR DESECTA Y AND DA C CONACT WITH GRADD AND ESTABLISMY MAINTAIN DESIRED ALTITUCE AS REQUIRED BY VISSION	MUST ACTUATE PEDALS APPRIPRENTELY TO MAINTAN PEDULPED HEADING AND ATTI-	MST DETECT AND INVERSET INDICATOR CORRECTY TO ADJUST-MAINAIN AC ATTITION WITH RESPECT TO MISSION REQUIRENTS	
		ACCURACY	REQUIRED	MAINTAIN AIRSPEED TO NITHIN * SK IAS OF REQUIRED IAS	MAINTAIN AIRSPEED TO MITHIN + SK JAS OF REQUIRED IAS	MUST READ AIR- SPEED TO WITHIN ± 5K		MIST READ TO MITHIN + 10	TRIM BALL CEN- TERED		
		CRIT	RE SP	-	-	2		2	-	2	
		OPERATOR	DECISION OPTIONS	MAY ACTUATE CONTROL UP OR DOWN	MAY ACTUATE CONTROL FORE AFT AND LEFT- RIGHT	у/А		N/A	HAV ACTUATE EITHER OR BOTH PEDALS IN OR OUT	4/A	
		TIMULUS	INPUT	L (EXTERNAL) EED INDICA- TORQUE ., ALTINETER	L PITCH UDE (EXTER- EED INDICA-	L (EXTERNAL) PEED INDI-	*	LL (EXTERNAL) RETER ING	AL (EXTERNAL) TUDE INDI- R (TRIM)	AL (EXTERNAL) 4 ATTITUDE ATOR	ю
Page 1 of 2		L	ОТНЕВ	VISUA AIRSP TOR, METER	VISUA ATTITA MAL) AIRSP TOR	VI SUA AIRSP CATOR	TERRA	VISUA ALTIF READI	VISUA ATTIT CATOR	VISUA PITCH INDIC	HORIZOM
		FEE	4 >		-					``	
		žK ŽK	ŶŢ.	ن «	7 .0 <u>s</u>	- 0F C	U U	, O.	2 ± 30	2 -10	
RUISE NOE	SHT CONTROL/DISPLAY	1000	De la lace de lace de la	LIERS PITCH OF ROTG BLADIS TO CONFORM TO DOTECTION OF APPLIED FORCE (1.E. UP-DOWER)	ALTERS ROTOR ATTITUI TO COMFORM TO DIREC OF APP. LED FORCE PITCH ATTITUDE CHANN	RANSHITS INDICATION A/C VELOCITY RELATION TO THE GROUND	N/A	FRANSHITS INDICATIO A/C HEIGHT FROM GRO	ALTERS PITCH OF REA ROTOR BLADES TO OFF MAIN ROTOR STEER HELO	TRANSHITS VISUAL IN CATION OF A/C PITCH ATTITUDE	N/A
	SUBSYSTEM FLI	ROL/DISPLAY	OPTIONS	UP-DOWN		N/A	N/A	N/A		*	
		CONT	NAME	COLLECTIVE	CYCLIC CONTROL	AIRSPEED INDICATOR	N/A	ALTIMETER	AFT ROTOR PEDALS	PITCH ATTITUDE	R010R 11P
Page 1 of 2				ACTUATE COLLECTIVE CONTROL TO ATTAIN DESIRED BLADE PITCH ANGLE TO CORRESPOND TO DESIRED	ACTUATE CYCLIC COMTROL TO ATTAIN DESIRED RATOR ANGLE TO CORRESPOND TO DESIRED IAS	OSSERVE ATSORED INDICATOR TO PERITY A/C 15 TRAVELING AT OSSIRED VELOCITY	OBSERVE RATE OF TERRAIN PASSAGE	OBSERVE ALTIMETER TO CORRELATE AIRPSEED TO ALTITUDE	ACTIATE APPROPETATE PEDAL(S) TO ACHEVE DESTRED A/C HEADING (FREM)	OBSERVE INDICATOR TO ASCERTAIN A/C IS IN OESIRED PITCH ATTITUDE	OBSERVE TIP PATH PLANE
EM-ROUTE	ITOR/ADJUST AIRSPER		MODIFIER	COLLECTIVE	כאכו וכ	AIRSPEED	GROUND	ALTIMETER	AFT ROTOR	PITCH ATTITUDE	Р11СН
MISSION PHASE	FUNCTION MONI	TASK	OBJECT	CONTROL	CONTROL	INDICATOR	SPEED	INDICATOR	PEDALS	INDICATOR	ATTITUDE
	•		VERB	1. ADJUST	2. AQUIST	3. MONITOR	4. MONITOR	S. MONITOR	6. AQUIST	7. MONITOR	8. *OHITOR
	EN-ROUTE PAGE 1 of 2 SEGMENT CRUSS YOE PAGE 1 of 2	AASE (B-ROUTE PAGE OF 2 SEGMENT CRUISS: NOE PAGE 1 of 2 PAGE 1 of 2 NORTOGAAJIST AIRSPEED SUBSYSTEM ELIGHT CONTROL/OISPLAY	ANSE (\$\text{CR.DITE} Page 1 of 2 SEGMENT CRUISE NOE Page 1 of 2 NONTIDE/AGUIST AIRGRÉED SUBSYSTEM FLIGHT CONTROL/OISTALY NONTIDE/AGUIST AIRGRÉED CONTROL/OISTALY NONTIDE/AGUIST AIRGRÉED CONTROL/OISTALY NONTIDE/AGUIST AIRGRÉED NONTIDE/AGUIST AIRGRÉED CONTROL/OISTALY NONTIDE/AGUIST AIRGRÉED CONTROL/OISTALY NONTIDE/AGUIST AIRGRÉED	NUMBER PART PART		TASK TOWERS CONTROL CONTROL	TASK TOWNSON PHASE CAMEDING TOWNSON PHASE TOW	Substance Part Course Course	TAME CONTROL MANUER MANU		

Page 2 of 2		COMMENTS	MUST DETECT AND INTERPRET INDICATOR CORRECTOR TO ADJUSTS WAINARY POWER REQUIREMENTS TO MEET AIRSPRED NEEDS					
Pac	ACCUIDACY	REGUIRED						
	100	RE SP	2					
	COECOATOR	DECISION OPTIONS	N/A					
	L	INPUT	TUBBINE SPEED INDICATOR (N ₁)	COLLECTIVE				
Page 2 of 2	KW FEEDBACK	A > 01468	` `	× 0				
SEGMENT CRUISE NOT. SUBSYSTEM DIDNE CONTROLDISPLAY	1	EQUIPMENT RESP	TRANSMITS VISUAL INDI- CATION OF A/C TURBINE SPEED	INCREASE/DECREASE POWER	=			
SEGMENT CRUISE NOT.	CONTROL/BISPLAY	OPTIONS	0 - 1001	0 - 50				
	CONT	NAME	N ₁ INDICATOR	TORQUE NETER				
Page 2 of 2		OPERATOR ACTION	DOSEWE INCICATOR TO ASCERTAIN TURBLINE SPECTO IS APPROPRIATE TO US SIREO ALRSPEED	OBSERVE INDICATOR TO ASCERTAIN TORQUE SETTING IS APPROPRIATE TO ALESPEED				
FE_EN-ROUTE HONITOR/ADJUST_AIRSPEED		MODIFIER	ē	TORQUE				
MISSION PHASE EN-ROLLE FUNCTION MOLITICALABUSE	TASK	OBLECT	INDICATOR	INDICATOR			,	
		VERB	9. www.1708	10. MINITOR				

			COMMENTS	MIST ACTUATE CONTROL APPROPRIATE TO ACHEEK DESINED ALTITUDE AND ANDID GROUND ACT MITH OBSTACLES OR THE GROUND	NST DETECT, ISSN'TY AND EYALUME ARSPACE AND TERBAY DEBECTS AND FERTURES AND COLCUS BECOME PUTERTIAL REGENTAL AURORA SHOWEST THE	HIST DETECT AND INTERMET DISPLAY CORRECTLY TO PRECLUCE 199ACT OF A/C WITH GROUND	NIST ACTUATE PEDAS, APPOPRETATELY TO MAINTAIN,CORRECT A/C MEADING AND TRIM		
		ACCURACY	REGUIRED						
		CRIT	2	-	-	2	-		
		OPERATOR	DECISION OPTIONS	MAY ACTUATE CONTROL UP OR DOWN, INCREASE/ DECREASE TORQUE	J NONE	NONE	MAY ACTUATE ETTHER PEDAL IN OR OUT		
		STIMULUS	INPUT	VISUAL (EXTERNAL) ALTIMETER	EXTERNAL VISUAL	ALTIMETER DISPLAY	VISUAL (EXTERNAL) HEADING INDICATOR ATTITUDE INDICA- TOR, BALL		
		KW FEEDBACK	V A OTHER			- x			
-TASK ANALYSIS	CHT CONTROL		EQUIPMENT RESP	TILTS MAIN ROTOR BLADE D ANGLE IN DIRECTION OF APPLICE FORCE (PITCH)	, c	ALTHETER DISHAY FLUCTUATES 11 ACCOR- DINCE, MITH ALTTUDE CHANGE	LEFT: IN-OUT ALTERS PITCH OF AFT O RIGHT: IN-OUT ROTOR (TRIM)		
INSTRUCTION	1	CONTROL /DISPLAY	OPTIONS	NHOO- do	N/A	N/A	LEFT: IN-OUT		
		CON	NAME	COLLECTIVE CONTROL	NONE	ALTIMETER DISPLAY	AFT ROTOR Pedals		
	JOE		OPERATOR ACTION	ACTUATE COMPROL TO ACHIEVE MAIN ROTOR BLADE PITCH ATTITUDE RE- QUIRED FOR DESIRED ALTITUDE	1867.07E. 1) TERRAIN AND AIRSPACE ARANDO REGO TO DESTITE POTENTIAL STREAM REGO TO DESTITE ADDITION STREAM REGORD MACHINE STREAM CONTROL STREAM MACHINE STREET, 2) OTHER ATRIOBATT, 3) STREAM	MONITOR A/C ALTIMETER	ACTUATE APPROPRIATE PEDALS TO ACHIEVE A/C HEADING AND TRIM		
EN-ROUTE	MONITOR/ADJUST ALTITUDE		MODIFIER	COLLECTIVE			AFT R010R		
MISSION PHASE		TASK	OBJECT	CONTROL	AIRSPACE	ALTIMETER.	PEDALS		
			VERB	1. AbJust	2. MONITOR	3. *ONITOR	4. ADUST		

		COMMENTS	MUST ACTUATE CONTROL IN ADPROPRIATE DIRECTION TO MENTALN CONTROL OF A/C AND ANDID CONTACT WITH OBSTRICLES		MST DETECT AND ACCUBATELY INTERPRET INDICATOR TO MENTAIN DESIRED COURSE.	MST OFFECT AND INTERPRET WISSUR OBSTA- CLES TO ANDED IMPACT OF AJC WITH THESE OBSTACLES	MST ACTURE COVER, IN APPROPRIATE DIRECTION TO MAYABIN CONTROL OF ACC AND AVOID CONTACT WITH 05STACLES		
		ACCURACY	°5	BALL CENTERED			\$6 *		
		RESP	-	_	-	2	-		
		OPERATOR DECISION OPTIONS	POSITION CONTROL (FORE/ AFT) OR RIGHT/LEFF	POSITION CONTROLS IN OR OUT, RIGHT OR LEFT PEOAL	BANGE OF A/C HEADING SCALE	N/A	POSITION CONTROL (FORE/ AFT) OR RIGHT/LEFT		
		STIMULUS	HEADING INDICATOR CONTROL POSITION VISUAL OBSERV.		INDICATOR DISPLAY	AIRSPACE	HEADING INDICATOR CONTROL POSITION VISUAL OBSERV.		
		FEEDBACK	TACTILE	TACTILE					
2		- Lype	0	` 0	` .	٥.	``		
CRUISE NOE		EQUIPMENT RESP.	TILTS MAIN ROTOR IN DIRECTION OF APPLIED FORCE	TILIS AFT ROTOR BLADE D /	DISPLAYS A/C HEADING	N/A		*	
	SUBSYSTEM	OPTIONS	FORE/AFT; RIGHT/LEFT	RIGHT/LEFT IN/OUT	SCALE RANGE	N/A	N/A		
		CONTROL	כאכווכ	PEDAL(S)	INDICATOR	N/A	4/¥		
	9	OPERATOR ACTION	ACTUATES CONTROL TO KEEP A/C ON DESIRED COURSE	ACTUATES CONTROLS TO KEEP A/C NOSE OM COURSE	OBSERVE INDICATOR TO DETERMINE NEADING	OBSERVES TERRAIN, DOSTACLES, ETC.	OBSERVES TERRAIM, OBSTACLES, ETC.		
EN-ROUTE	ADJUST/MONITOR HEADING	MODIFIER	CONTROL	AFT ROTOR	HEADING		DESIRED		
2	FUNCTION	TASK	כאבו וכ	PEDALS	INDICATOR	AIRSPACE	COURSE		
		VERB	1. POSTITOR	2. POSITION	3. MON1TOR	4. 40N1TOR	S. MAINTAIN		

		COMMENTS	MUST DETECT, IDENTIFY AND EVALUATE INSTRUMENT DISPLAYS AND CONTROL POSITIONS	MAINTAIN SAFE FLIGHT								•				•			
		ACCURACY	. 2	:	\$1.5	. 25	٠.	• 50	5 .	:	. 25			٠.	٠.				
		RESP																	
		OPERATOR DECISION OPTIONS	INCREASE, DECREASE	INCREASE, DECREASE				INCREASE, DECREASE TORQUE, LONER, RAISE	PITCH ATTITUDE							CHANGE OR HOLD	TERRAIN, AIRSPACE		
		STIMULUS	GAUGE, COLLECTIVE POSITION			GAUGE	CAUGE	CAUGE	CAUGE	GAUGE	GAUGE	GAUGE	GAUGE	GAUGE	GAUGE	INSTRUMENTS & OUTSIDE REFER-	TERRAIN, AIRSPACE		
		KY FEEDBACK														TACTILE			
		A >	`	`	_	`	`	`	`	~	`	`	`	`	`	<u></u>			
		TREK	ER) C	-	0	U.	Ü	υ ₽	U) NE	ž.	SE C	S C	٠. د	٠ ٧-	U	-		
CRUISE NOE	TRUMENTS	EQUIPMENT RESP	DISPLAYS TORQUE (POWER) C BEING USED	DISPLAYS PERCENT RPM	DISPLAYS TEMPERATURE	DISPLAYS ROTOR RPM DISPLAYS ENGINE RPM	DISPLAYS INDICATED AIRSPEED	DISPLAYS ALTITUDE DISPLAYS RATE OF CLIMB	DISPLAYS AIRCRAFT HEADING	DISPLAYS FUEL PRESSURE	DISPLAYS FUEL QUANTITY	DISPLAYS DIL PRESSURE	DISPLAYS OIL PRESSURE	DISPLAYS OIL TEMPERA- TURE	DISPLAYS OIL TEMPERA- TURE	DETERMINES AIRCRAFT ATTITUDE			
SEGMENT CRU	SUBSYSTEM INSTRUMENTS	ROL	0 - 0	0 - 1001	°0001 - 0		0 - 190 KTS	RANGE CLIMB. DESCENT	0 - 360°	5 - 30		0 - 100	0 - 100						
		CONTROL	TORQUE METER	N ₁ TACH	EGT GAUGE	DUAL TACH	AIRSPEED	ALTIMETER VS!	I W	FUEL PRESSURE	QUANTITY	OIL PRESSURE	OIL PRESSURE	OIL TEMPERA- TURE	OIL TEMPERA- TURE	FLIGHT	N/A		
	(CROSS CHECK)	OPERATOR ACTION	VISUALLY OBSERVE READING ON INDICATED GAUGE			1		•	ŧ							ADJUST CYCLIC, COLLECTIVE AND PEDAL AS MECESSARY TO MAINTAIN DECIDED OF FOUR ATTYTHING	OBSERVE A/C CLEARANCE AND OBSTA- CLE AVOIDANCE		
EN-ROUTE	MONITOR INSTRUMENTS (CROSS CHECK)	MODIFIER	TORQUE METER	£	193	DUAL TACH	AIRSPEED		RADIO MAG	FUEL PRESSURE	FUEL QUANTITY	TRANSMISSION OIL PRESSURE	ENGINE OIL	TRANSMISSION OIL	ENGINE OFF TEMPERATURE	FLIGHT			
MISSION PHASE	FUNCTION	TASK	INDICATOR	TACHONETER	GAUGE	INDICATOR	INDICATOR	ALTIMETER, VSI	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	CONTROLS	AIPSPACE		
		VER8	CHECK	2. CHECK	СНЕСК	CHECK	S. CHECK	CHECK	СНЕСК	B. CHECK	СНЕСК	ОНЕСК	11. СИЕСК	СНЕСК	CHECK	14. ADJUST	MONITOR		

		COMMENTS	MAST DETICE, 126 V 17 AND EVALUE (MASTER AND EVALUE) MASTER AND EVALUE (MASTER AND EVALUE) MASTER AND EVALUE (MASTER AND
		ACCURACY	FESSO
		RESP	-
		OPERATOR DECISION OPTIONS	MAZAROS TO R. 1 GAT
	11	STIMULUS	1 (100) N
2		FEEDBACK	ŭ
CRUISE NOE		EQUIPMENT RESP	1/4
SEGMENT	308313151	CONTROL	NA .
		NAME	5
		OPERATOR ACTION	TERRAN TOR POSSIBLE FLEORY
ROUTE TOR ATRSPACE		MODIFIER	
MISSION PHASE ENROUTE		TASK	няэке
		VERB	

		and a second	CORRECT CORROL ADVENTING METS METS OF WARE TO ANDE INVESTOR AT ANNEXARES METH COLLECTIVE.					,	
		ACCURACY	REQUIRED						
		CRIT	\$ -	-	-				
		OPERATOR	DECISION OFTIONS DIRECTION OF APP ITD FORCE TO COLLECTIVE CONTROL	DIRECTION OF APPLIED FORCE TO RIGHT OR LEFT PEDAL	DIRECTION OF APPLIED FORCE TO CYCLIC CONTROL				
		S	VISUAL OBSERVA- TION OF AIRSPACE, INDICATORS		ī				
		KE FEEDBACK	TACTILE	TACTILE	TACTILE				
		33	∢ > ∵		-				
-TASK ANALYSIS		ECUIPMENT RESP	555	ADJISTS TAIL BOTOR BLADES TO GIVE DIREC- TTONAL STABILLITY (TRIM)	TILTS MAIN ROTOR IN DIRECTION OF APPLIED FORCE				
CECUENT CRUISE NOT	SUBSYSTEM	CONTROL /DISPLAY	UP-DOMN	RIGHT, IN-OUT	FORE/AFT, LEFT, RIGHT				
		CONT	COLLECTIVE	PEDAL(S)	כאפרוכ	•			
		OPERATOR ACTION	KEEPS A/C ABOVE OBSTACLES, FOLLOWS TERRAIN FALLOWS, WHIN'S BEION STRONOWSHIM, TERRAIN BY FOUNTITIONING COLLECTIVE, PLOALS, LYCLIC CONTRINS AS BEIDHED	WARLS AIRSPIED AS RIQUING FOR SAFE FLIGHT PAIN BY ADJUSTING CREETIVE PITCH, CYCLE AND	ADJUSTS CYCLIC CONTROL AS REQUIRED TO "MACINYR AND MALITATIN MASKED CONCILION				
EN-ROUTE	MAINTAIN MASK		MODIFIER	AIRCAFT	AIRCRAFT				
MISSION PHASE		TASK	OBJECT ALTITUDE	AIRSPEED	ATTITUDE			×	
			1. AQUIST	2. ADJUST	3. ADJUST				

		COMMENTS	MAST JUDGE CLEARANCES ACCURATELY ENDIGHTO PREVENT TYPACT OF ROTOR BLADES MITHORSTACLES	MIST JUDGE CLEARANCES ACCURATELY ENDIGHTO PREVENT THREET OBSTACLES	WIST LUDGE STEE AND SALES OF ADDRESS. TWO DESCRIPTION SECURED CLEARANCE SELECT. ALC AND OBSTACLE.	MUST DETECT CHANGES IN A.C. ATTITUDE RESULTING IN A TAIL LOW- ATTITUDE	MASS ACTUAL CONTROL IN APPORENTY DIRECTION NO TO MESSARY BGARE TO CLERA DESTACLES	
		ACCURACY REQUIRED						
		CRIT.	2	2	2	2	-	
		OPERATOR DECISION OPTIONS	N/A	N/A	N/A	N/A	947 ACTUATE CONTROL UP 08 DOWN	
		STIMULUS	OBSTACLES IN FLIGHT PATH	OBSTACLES IN FLIGHT PATH	OBSTACLES IN FLIGHT PATH	1) PITCH ATTI- TUDE 2) ATTITUDE IN- DICATOR POSITION	1), ERTERNAL VISALI VIS	
		FEEDBACK	PER- CEIVED					
		TASK SAT	`	0	3	` `	` .	
CRUISE NOE		EQUIPMENT RESP.	N/A	N/A	N/A	TRANSHITS INFORMATION RELATIVE ATTITUDE	ELONGES WAIN BOTOR BROOK IN BROOK FIN BOTOR WOLE IN DIRECTION OF APPLED DIRECTION OF A	
SEGMENT CRUISE NOE	SUBSYSTEM	POL	N/A	N/A	N/A	N/A	NHOO- di	
		CONTROL NAME C	BLADES	skibs	4/k	ATTITUDE INDI- N/A CATOR PITCH ATTITUDE	וובא כסאנאטר ססדוב בוובא	
ADANCE	EAVANCE	OPERATOR ACTION	VISUAL OBSERVATION OF MAIN ROTOR BLACES IN REFERENCE TO CLERRANCE MITH SURROYNOING TERRAIN AND ONSTACLES	VISUAL OBSERVATION OF SKIDS IN REFERE TO CLEARNICE MITH TER- 9AIN AND OBSIACLES	INENTEY APPOACHING OBSTACLES AND DETERMINE AND DANCE CLEAR- ANCES REPUIRED	WONTON PITCH ATTITUDE TO DETECT AND AVOID TAIL LOW CONDITION	ACUARES CALECTIVE PTICH CON- TAOL TO A LIE AC A LITIOG AND PROVIDE GISTACLE CLEARAGE	
EN-ROUTE	MINTAIN OBSTACLE CL	MODIFIER	AOTOR BLADE	84108		7411.	COLLECTIVE PITCH	
ASE		TASK	CLEARANCE	CLEARANCE	OBSTACLES	ATTITUDE	राज्य राज	
		VERB	1. *ONITOR	2. *ONITOR	3. OBSERVE	6. MON1708	s. Abust	

		COMMENTS	MST CERRY AND ACCURATELY VERBALLY FRANSHIT FERBALLY CHANGE DETRIES	MOST CLEMBY AND ACCUBATELY VERBALLY TRANSMIT TERNALM CHANGE DETALLS	HOST DETECT AND IDENTIFY FACTORS IN THE ART ARRENCE THAT REQUISE CHANGES THE ARTH. SPEED AND/OR ALTITODE				
		ACCURACY							
		CRIT.	2	~	2				
		OPERATOR	N/A	K/A	N/A				
		STIMULUS	12.5	VISUAL TERRAIM FEATURES	VISUAL TERRAIN FEATURES				
		KEDBACK	4	+					
3		ASK VZK	1 0	0	` .		-/-		
CRUISE MOE		EQUIPMENT RESP.	*	N/A	N/A				
SEGMENT	J	CONTROL /DISPLAY	N/A	N/A	N/A				
		NOO	N/A	N/A	N/A				
	RANCE	OPERATOR ACTION	VERBALLY PRANSHIY WARKING OF CHANGING TERRAIN ELEVATION	VERRALY TRANSMIT MARNING OF CHANGE IN TERRAIN VEGETATION	SCAN ALREPACE TO DETECT AND SCAN ALREPACE TO TECT AND AND/OF CONFITONS REQUESTION SEQUENCE ADDITIONS SECTION OF ALC ALTITUDE SCHOOL ALTITUDE SCHOOL ALTITUDE				
EN-ROUTE	MUNITOR ORSTACLE CLEARANCE		MODIFIER 0857 ACLE	VEGETATION					
MISSION PHASE	FUNCTION MONE	TASK		MARNING	A:RSPACE				
•	2		COMMUNICATE MARNING	COMMUNICATE	ONITOR				
		П	<u>-</u>	- 1	<u> </u>	L			

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		STARRAGO	MST DETECT AND IDENTITY CAECAGIN'S	NO:K	MIST ACCIDATELY ESTIMATE DISTANCES	MST ACCUBATELY ESTIMATE TIME	MST SELECT WAS OF ADMINISTED CONCINCTS.	MST DETECT AND LOBALITY CHECKPOINS	MIST IDENTITY A/C POSSITION ACCERNITY
		ACCURACY	REQUIRED						
		CRIT	ð –	-	-	-	-	-	-
		OPERATOR	DECISION OPTIONS	N/A	A/A	4/4	MAP SCALE	N/A	N/A
		STIMULUS	1 2	TERRAIN	TERRAIN	TERRIN	MAP, TERRAIN	MAP, TERRAIN	MAP, TERRAIN
		KE FEEDBACK	O THE R		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	\$		`	
		1		.6	0	٥	0	0	0
IASK ANALYSIS-		EQUIPMENT RESP	A/N	N/A	N/A	N/A	DISPLAYS TERRAIN	DISPLAYS TERRAIN	λ/,Α
THEOREM	SUBSYSTEM	CONTROL /DISPLAY	OPTIONS N/A	A/A	N/A	N/A	TERRAIN	TERRA IN	N/A
		NOO	N/A	N/A	A/A	N/A	a Vin	d¥r	N/A
		OPERATOR ACTION	OBSERVES LOCATION OF THO ENDINN	BENEATH AIRCDAFT OBSERVE POINT BENEATH AIRCDAFT	FREM KNOWN POTATS ESTIMATE DISTANCES	ESTIMITE TIME	CORRELATE WAR & TERRAIN FEATURES	OBSCRVCS MAP & TERRAIN	DETENTING AIPCANT POSITION
EN-POUTE	DETERMINE POSITION		MODIFIER KNOWN POINTS	BENEATH ALRCRAFT	FROTH KNOWN POLINTS	FROM KNOWN POINT ESTIMATE TINE	MAD A TERRAIN		AIRCBAFT
MISSION PHASE EN-POUTE	FUNCTION DE	TASK	INTERSECTION	POINT	01STANCE	114.	FEATURES	CHECKPOINTS	P051710N
			1. DETERMINE	2. CMECK	3. ESTIMITE	4. ESTIMITE	5. IDENTIFY	6. VERIFY	7. IDENTIFY

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		222	MST DETECT AND LOCATION APPROPRIATE TERRAIN FEATURES	NST IDENTIFY CORRECT DIRECTION	NOME	MIST DETECT AND IDENTIFY POINTS OF ORIGIN	MUST DEFECT AND LOBATER INTERSECTION POINT	MAST DETECT AND IDENTIFY TERRAIN FEATURES WITH RELATION TO INTERSECT POINT		
		ACCURACY	ACCURATE TO SIX			ACCURATE TO SIX DIGITS	ACCURATE TO STX			
		CRIT	- 28	-	-	-	-	-		
		OPERATOR		MAP SCALE	MP SCALE	A/A	WP SCALE	WAP SCALE		
		STIMULUS	¥	444	МР	dri	dW	TERRAIN FEATURES		
		KE FEOBACK	A OTHER							
2		Jd.	> \	0	0	0	0	0		
- IASK ANALYSIS-		FOUIPMENT RESP		N/A	и,я	DISPLAYS INTERSECTING	н/л	N/A		
ANJANJAS		CONTROL /DISPLAY	OPTIONS MAP SCALE	MAP SCALE	MP SCALE	MAP SCALE	MAP SCALE	MAP SCALE		
		CONT	NAME	3	d.	\$	dAN.	d SA		
		NOITOR ROTARSHOO	PICKS TWO OR MORE TERRAIN FEATURES	DETERMINE DIRECTION OF FEATURES FROM A/C (MAG COPPASS OR RHT)	ESTIMATE DISTANCE TO CACH FEATURE	INTERSECT FEATURE DIRECTION LINES	NOTES INTERSECTION POINT	YERIFY BY OSSERVATION OF AREA AND TERRAIN FEATURES		
EN-ROUTE	PERFORM INTERSECTION		MAD	LOCATIONS	LOCATION	LOCATION LINE	AI RCRAFT			
31008-N3 BHAGE EN-ROUTE	FUNCTION PE	TASK	LOCATIONS	DIRECTION	DISTANCE	INTERSECT	POSITION	CHECKPOINTS		
			VERB	2. DETERMINE DIRECTION	3. ESTIMITE	4. PERFORM	S. DETERMINE	6. VERIFY		
•		Ц	1		L.,		L	l	L	

		VICINITY					
	COMMENTS	LOCATION OF ATROBACT MIST BE IN VICENTY OF CHECKPOINT AND/OB BARRIER					
	ACCURACY						
	CRIT	2 -	-	-			
	OPERATOR		ON COURSE/OFF COURSE		ON COURSE/OFF COURSE		The second secon
	STIMULUS	TERRAIN, MAP	TERRAIN, MAP	TERRAIN, WAP	TERRAIN, MAP		
	KEEDBACK	0 A	` 0	· c	` 0		
CRUISE NOE	EQUIPMENT RESP.						
FNT	CONTROL	SNOTIO					
	NOO	N/A	AAP	TERRAIN	MAP, TERRAIN		
	OPERATOR ACTION	OBSERVE ATREAST LOCATION AS APPROACHING CHECKPOINT	VERIFY AINCRAFT ON CORRECT COURSE	COSCEPIE AND DETERMINE LOCATION OF TREADAY EXTURE DOSSN AS BRORIE IN RESPECT TO ATRODRET LOCATION	WITH ALD OF COINTE AND BARRIER. DETERMINE LOCATION OF CHECKNOLNT		
EN-ROUTE USE BARRIERS		MODIFIER					
MISSION PHASE EN-ROUTE	TASK	PROXIMITY	COURSE	BARRIER	CHECKPOINT		
		DETERMINE	VERLEY	SESAE	LOCATE		

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COMMENTS		MST OTTECT AND IDN'TEY CORRELATING MAP AND ACTUAL TERRAIN FEATURES	NOST DETECT AND IDENTIFE R.LOH PATH STONIFICANT TERRAIN FEATURES	MAST DETECT AND TORNITY PLIGHT PARM STONIFICANT TERRAIN FEATURES					
ACCURACY	REGOINED								
CRIT	A C	-	-	-					
OPERATOR	DECISION OF HONS	WAP SCALE	N/A	N/A					
STIMULUS	INPUT	TERRAIN, AIRSPACE	TERRAIN	TERRIN					
FEEDBACK	A OTHER			,					
SK	> 17	9	0	· U					
EQUIPMENT RESP		DISPLAYS TERRAIN	N/A	N/A					
TROL /DISPLAY	CPT.ONS	MAP SCALE	и/А	NJA					
CON	NAME	*	A/A	N/ A					
OPERATOR ACTION		RELATES TERRAIN FEATURES TO MAP CONTIDURS AND CHECKPOINTS	NOTES PROMINENT FEATURES IN RE- LATION TO CHECKPOINTS	CONSTANT OBSERVATION FOR CHECK- POINTS, UBSTALLES					
	MODIFIER	TERRAIN	N I A S S S S S S S S S S S S S S S S S S						
TASK	OBJECT	FFAFIRES	FEATURES	TERRAIN					
	VER8	жес	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ONITOR					
	TASK OBERATOR BETTON CONTROL (DISPLAY FOUNDMENT RESP. STIMULUS OPERATOR CRIT ACCURACY	TASK OPERATOR ACTION NAME OPTONS EQUIPMENTRESP CONTECT NODIFIER DECISION OPTIONS RESP REQUIRED	TASK MODIFIER OPERATOR ACTION NAME CONTOURS TERRATINES TERRATIN ATSPACE THOUSES TERRATINE TO THE TRANSPACE THOUSES TERRATINE TO THE TRANSPACE THOUSES AND CHECKPOINTS THOUSES AND CHECKPOINTS THOUSES AND CHECKPOINTS THOUSES AND CHECKPOINTS THOUSES TERRATIN ATTSPACE THOUSES AND CHECKPOINTS THOUSE	THE STATE OF FRATOR ACTION AND FEW POOLS OF THE STATE OF	THERM THE STATES TO STATES ACTION TO THE STATES TO THE STATES TO STATES TO THE STATES	TERRIN CONTOURES AND CHECKNOINTS THREE TERRIN TO PERATOR ACTION TERRIN CONTOURS AND CHECKNOINTS T	TERRITOR TERRITOR	THE STATE THE	THE STATE

		COMMENTS			
	ACCIIBACY	REQUIRED			
	1,00	RESP			
	OWERATOR	DECISION OPTIONS	DY COURSE/OFF COURSE		
	STIMULUS	INPUT	TERPAIN MAPS		TERRIN
	KW FEEDBACK	ZZ V A OTHER	`		>
CRUISE WIE		EQUIPMENT RESP.	N/A	V/A	8/4
SUBSYSTEM	CONTROL	OPTIONS	N/A	N/A	, , , , , , , , , , , , , , , , , , ,
	NOO	NAME	N/A	4/A	A/A
		OPERATOR ACTION	PALOT/COPILOT DISCUSS THE R PASSITION RELATIVE TO STREAMING TERRAIN, CHECKLINIS, OBSTACLES	COPTLOT/MAYIGATOR ADVISES PLOT OF PROLINEY TO CHECKELTH WILE GLYING DESCREPTION OF TERRAIN	ANTANON/OPILOT AUNTSE PILOT OF NEW COURSE AND THE TERRAIN TO EPPECT AFTER EACH CHECKOOLNI
CREW COORDINATION		MODIFIER	VISIBLE		
FUNCTION CREW COORDINA	TASK	OBJECT	TERGAIN	CHECKP01NTS	CO:995E CHANGES
		VERB	1. 015CUSS	2. 015cuss	3. DISCUSS

		Г	-							
			COMMENTS	MAST IDENTITY AND SELECT ADROPORTATE RADIO	MAST TORNITTY AND TUNE IN CORRECT FREQUENCY	MUST TRANSMIT ACCURATE POSITION INFORMATION	KONE	NONE		
		ACCUBACY	REQUIRED							
		100	RES	-	-	-	-	-		
		OPERATOR	DECISION OF TIONS	FM, UHF, YAF	FREQUENCY RANGE	MESSAGE CONTENT	MESSAGE CONTENT	N/A		
1	11									
		1	INPUT	TACTILE IC PANEL, RADIOUS SMITCH POSITION	TACTILE IC PANEL, DIAL	MAP, TERRAIN	90s	à,		
		3ACK	V A OTHER	ACTILE	ACTILE					
		FEEDE	4			`	`	`	 	
SS		3	41	0 /1	o .	a	0	6		
-TASK ANALYSIS-	SE NOE NUNICATIONS		EQUIPMENT RESP.	RECELVE	CY CY	TRANSMITS MESSAGE	TRANSMITS NESSAGE	TRANSHITS MESSAGE		
	SEGMENT CRUISE NOE SUBSYSTEM COMMUNICATIONS	ROL /DISPLAY	OPTIONS	FM, UMF, WAF	FREQUENCY RANGE	N/A	N/A	N/A		
		CON	NAME	SWITCH	סזאר	MICROPHONE	MICROPHONE .	HEADSET		
	NCE, POSITION		OPERATOR ACTION	SWITCHES TO RADIO SELECTED	TUNE IN DESIRED FREQUENCY	SENG GRID COORDINATES, LANDWARGS, ETC.	REDIEST CLEARNICE AND MAZARD INFORMATION TO DESTINATION	RECEIVE THIOMATION RELATIVE TO POSSIBLE FLIGHT NAZAROS, ETC.		
i i i	MUNICATE - CLEARA		MODIFIER		eA 010 .		ARTY CLEARANCE	АКТУ		
	MISSION PHASE CHANGES CLEARANCE, POSITION FUNCTION	TASK	OBJECT	24010	FREQUENCY	P051710M	REQUEST	ADVI SORY		
			VERB	7. SELECT	2. AQJUST	3. TRANSMIT	4. TRANSHIT	RECEIVE		
1		L	Ш	<i>i</i>	2	ŕ	•	×		

· /// 4/2007/1909/8/8/8/8/

		COMMENTS	MUST OFFICE AND TORNITPY RECOMPTION TO ADMINISTRA	MIST MAINTAIN AVE CONTROL AND ALTELDE TO PREVENT 1994CT ALTH CRSCACLES	MOSTACLES AND LOCKTISM QUEST DAYA	CALCAATON	MUST DITECT AND IDENTIFY PLICHT FATH	J. 100 100 100 100 100 100 100 100 100 10		•
		ACCURACY	ACCUBATE TO STA DIGIT COORDINATE							
		CRIT	-			-	-	-	-	-
		OPERATOR DECISION OPTIONS	MAP SCALE	4/N	N/A	N/A	4//k	4/A	N/A	ADJUST TLEHT CONTROLS
		STIMULUS	MAP TERRAIN	TERRAIN, A/C	TERRAIN	TERRIN	TERRAIN	TERRAIN	TERRAIN	ALRCRATT POSTITION AND ATTITUDE
		FEEDBACK		` .	v	0	0	o.		
MANELVE R		EQUIPMENT RESP.	DISPLAY TERPAIN	N/A	N/A	4/A	4/A	N/A	N/A	DETERMINE AIRCRAFT POSITION/OPERATION
	SUBSYSTEM	ROL	MP SCALE	A A	N/A	N/A	N/A	N/A	N/A	
		CONTROL	g ¥	4 /2	4/4	N/A	A/A	A/A	A/A	TLIGHT
		OPERATOR ACTION	NAVIGATE ON COURSE SELECTED TO AOP	AQUIST A/C FOR WINIMIM ALTITUDE OVER TERRAIN	VISUALY INSECT AIRSPACE IN FLIGHT ATH	OBSERVE WATER, TREES, WEATHER REFORM, FEEL	DETEMINE APPROACH DIRECTION	DETERMINE HOVER SPOT	ASCERTAIN HOVER CLEARANCE	HOVER APPEART USING CYCLIC, PEDALS, COLLECTIVE
ENSAGEMENT	1VE 9 1 1 TO AOP	MODIFIER	SELECTEO		Е ДБИТ РАТИ		АРРЯОАСН	TERMINATION	MOVER POINT	STABLE
MISSION PHASE	FUNCTION MAYEUVER 14TO ADP	TASK	Course	355	OBSTACLES	0,11,0	HIEG	16104	SIZE	WAE &
2	ű.	VERB	KINIKI	2. MAINTAIN	80110	CHECK	SELECT	SELECT	7. EVALUATE	MAINTAIN
				2	mi mi	*	vi	wi		œ ⁱ

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		COMMENTS	MST AQUIST TO SUFFICIENT VALUE TO ACHIEVE AAPID LIFT	MOST ADMIST TO MAINTAIN CONTROL AND MEADING OF AIRCRAFT					
		ACCURACY							
		CRIT	-	-	-	-	-		
		OPERATOR DECISION OPTIONS	AMOUNT OF INCREASE	DEGREE, DIRECTION AND SPECIFIC PEDAL ACTUATION	DEGREE, DIRECTION AND SPECIFIC PEDAL ACTUATION	CONTROL RANGE	COMTROL RANGE		
		STIMULUS	ENG1 TORS POS1						
		KEDBACK	TACTILE	TACTILE	TACTILE				
		FEEG	-	-	-	-	,		
SIS		ASK.	ಶ	0	U	o o	0		
-TASK ANALYSIS-		EQUIPMENT RESP	ADJUSTS ENGINE POWER IN DIRECTION OF CONTROL HOVERENT	ADJUSTS TAIL ROTOR TO MAINTAIN HEADING	ADJUSTS: A/C ATTITUDE	ATRCRAIT ATTITUGE, ATTITUGE, HEADING AND ATRSPEED AS ENPUT	AIRCIAIT ATTITUDE. ALTITURE, HEADING AND AIRSPEED AS INPUT		
SEGMENT MANEUVER	SUBSYSTEM	CONTROL		LEFT/RIGHT, IN/OUT	LEFT/RIGHT FORMARD/AFT	CONTROL RANGE	CONTROL RANGE		
		CON	COLLECTIVE	PEDALS	כאכדוכ	AI RCRAFT CONTROLS	AIRCRAFT COMTROLS		
		OPERATOR ACTION	INCREASE POWER TO CAIN ALTITUDE	MAINTAIN HEADING CONTHOL	POSTITON AIRCRAFT SO DESERVER CAN VISUALLY SCAN TRREET AREA	CONTROL AIRCRAFT MOVEHENT	ANTS AIRCBATT TO TARGET OBSERVATION HEIGHT		
ENGAGEMENT	HANEUVER	4000000	COLLECTIVE	AFT R010R	AI RCRAFT	OBSTACLE	dñ-d0d		
MISSION PHASE	9	TASK	CONTROL	PEDALS	ATTI 1:06	CLEARANCE	MANGUVER		
				2. AQUIST	3. AQUIST	4. MAINTAIN	S. PERFORM		

		COMMENTS	MUST DETECT AND EVALUATE SYSTEM CONDITION CORRECTLY			i	4		r	MUST DETECT AND EVALUATE TEARAIN FOR OBSTACLES TO CLEAR DROP	MUST CONTROL AIRCRAFT TO ACHIEVE A DEFILATE POSITION		,	
		ACCURACY	05 = 0099		IN TOLERANCE				0 - 50					
		CRIT		-	-	-	-	-	-	-	-	-	-	
		OPERATOR DECISION OPTIONS	IN TOLERANCE CONDITION	LIGHTS ON/OFF	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	CONTROL ON/OFF	CONTROL ON/OFF	IN TOLERANCE CONDITON	CLEAR/OBSTACLES	RANGE OF CONTROL MOVEMENT	PANGE OF CONTROL MOVEMENT	RANGE OF CONTROL	
		STIMULUS	INDICATOR DISPLAY	INDICATOR	INDICATOR DISPLAY	INDICATOR DISPLAY	CONTROL POSITION	CONTROL POSITION	INDICATOR DISPLAY	TERRAIN	INDICATORS, CONTROL POSITION TERRAIN		£	
		FEEDBACK					TACTILE	TACTILE			TACTILE	TACTILE	TACTILE	
2		SASK >	Ü	3		`	0	`	0	`	0	,	· ·	
-TASK ANALYSIS	MANEUVER	EQUIPMENT RESP	DISPLAYS RPM	DISPLAYS CAUTION/ WARNING CONDITION	DISPLAYS A/C CONDITION PARAMETERS	DISPLAYS FUEL QUANTITY	ENABLES FORCE TRIM	ENABLES ECU	DISPLAYS SYSTEM CONDITION	N/A	A/C REACTS TO CONTROL HOVEMENT	£	ı	
	SEGMENT MA SUBSYSTEM	ROL		ON/OFF	SCALE RANGE	SCALE RANGE	ON/OFF	ON/OFF	SCALE RANGE	N/A	FLIGHT CONTROL CONTROL RANGE			
		CONTROL	INDICATOR	INDICATOR	INDICATOR	INDICATOR	SWITCH	SWITCH	INDICATORS	4 / X	FLIGHT CONTROL	FLIGHT CONTROL	FLIGHT CONTROL	
		OPERATOR ACTION	OBSERVE IN TOLEPANCE	OBSERVE CAUTION/WARNING LIGHTS OFF	OBSERVE IN TOLERANCE	HOTE REMAINING FUEL.	IN DESTRED POSITION	IN DESIRED POSITION	OBSERVE IN TOLERANCE	OBSERVE CLEAR AREA FOR CROP	THEREASE/DECREASE COLLECTIVE AS REDUIRED TO MAINTAIN AIRCRAFT IN DEFILATE POSITION	ADJUST CYCLIC AS ABOVE	MAINTAIN TRIM	
	ENGAGEMENT MASK MANEUVER	o station.	DAUL	CAUTION/WARNING	ENGINE	QUANTITY	FORCE TRIM	נכת	POWER (TORQUE)	OBSTACLE	COLLECTIVE	משונ	ANTI-TORQUE	
	MISSION PHASE	TASK	TACH	LIGHTS	INSTRUMENTS	FUEL	SMITCH	W170	INDICATORS	CLEABANCE	LEVER	LEVER	PEDALS	
		0037	1. CHECK	2. CHECK	3. CHECK	4. CHECK	S. CHECK	. OHEOK	7. СМЕСК	8. CHECK	9. ADJUST	10. ADJUST	11. AQUUST	

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		3,100		MUST DETECT AND EVALUATE POSSIBLE FLIGHT PATH OBSTACLES	MUST CORRECTLY ADJUST CONTROLS TO MAINTAIN AIRCRAFT CONTROL			MIST DETECT AND EVALUATE POSSIBLE FLIGHT PATH OBSTACLES	MUST EVALUATE MASK CONDITION CORRECTLY TO ANDID ENEMY DETECTION	MUST CORRECTLY ADJUST CONTROLS TO MAINTAIN AIRCRAFT CONTROL	MUST DETECT AND EVALUATE INDICATOR READING CORRECTLY TO ASSURE IN TOLERANCE OPERATION	MAST CLEMAN MO ACCURATELY TRANSMIT	
		ACCURACY	REGUIRED										
		CRIT	RES	-	-	-	-	-	-	-	-	-	
		OPERATOR	DECISION OPTIONS	N/A	DEGREE OF CONTROL MOVEMENT	DEGREE OF CONTROL MOVEMENT	DEGREE OF CONTROL MOVEMENT	N/A	4/A	DEGREE OF CONTROL.	IN TOLERANCE RANGE	MESSAGE CONTENT	
		15	INPUT	TERRAIN	CONTROL POSITION GROUND CLEARANCE	CONTROL POSITION GROUND CLEARANCE	CONTROL POSITION GROUND CLEARANCE	TERRAIN, GROUND CLEANANCE	TERRAIN, GROUND CLEARANCE	COMTROL POSITION TERRAIN	INDICATOR DISPLAYS	83	
		KW FEEDBACK	OTHER		TACTILE	TACTILE	TACTILE			TACTILE			
		FEED	۷ >	· ·		-		<u></u>			~		
2		bE ZK	H	0		0	, .	٥	U	6	6	٥	
MANEUVERS	CRAFT	SOUTH PARENT DE CO		N/A	VARIES MAIN BLADE PITCH D IN DIFECTION OF ACTIVATION	MAINTAINS AIRCRAFT HEADING	MAINTAINS AIRCRAFT ATTITUDE	N/A	N/A	ADJUSTS/MAINTAINS AIR- CRAFT CONDITON	DISPLAY AIRCRAFT ENGINE CONDITIONS	TRANSPITS RESSAGE	
SEGMENT MAN	SUBSYSTEM AIRCRAFT	CONTROL	OPTIONS	N/A	UP-DOWN	IN/OUT, RIGHT/LEFT	FORE/AFT, LEFT/RIGHT	N/A	A/A	CONTROLS	SCALE RANGE	UHF: WHF: FH	
		CON	NAME	N/A	COLLECTIVE	PEDAL(S)	כאכרוכ	N/A	4/A	CONTROLS	INDICATORS	64010	
	DRT	MOTOR STATES		OBSERVE AREA OF INTENDED FLIGHT PATH FOR OBSTACLES	LOWER COLLECTIVE CONTROL	MAINTAIN AIRCRAFT TRIM	MAINTAIN AIRCRAFT ATTITUDE	OBSERVE TERRAIN CLEARANCE	VERIFY CLEARANCE OF THREATENING ENVIRONMENT	MAINTAIN AIRCRAFT AT STABLE HOVER	SCAN INSTRUMENTS FOR IN TOLERANCE RANGES	AND EMSIVE ACTION	
FNGAGEMENT	FUNCTION PERFORM EVADE-DROP/REPORT		MODIFIER	OBSTACLE	COLLECTIVE	PEDALS	כימווכ	DESCENT	MASK	AIRCRAFT	ENGINE	ENEW	
MISSION PHASE ENGAGEMENT	FUNCTION PERF	TASK	OBJECT	CLEARANCE	CONTROL	CONTROL	CONTROL	PATE	CONDITION	CONTROLS	INSTRUMENTS	001621108	
			VERB	1. CHECK	2. ADJUST	3. ADJUST	4. ADJUST	5. #DNITOR	6. ASSESS	7. AQUIST	8. OFCX	F. 6500st	

	Г			T				-
		COMMENTS	MOST OFTECT AND EVALUATE POSSIBLE FLEAT PATH 08STACLES	MUST CORRECTLY ADJUST CONTROL MAINTAIN ÁIRCBATT CONTROL	MIST CORRECT A ADJOST CONTROLS TO MINIMIN A SINCORT CONTROL	MUST CORRECTLY ADJUST CONTROLS TO MAIN AIN AIR ABAST CONTROL AND TO EVANC ENEW DETECTION	MAST EVALUATE MASS CONDITION CORRECTLY TO ANOID ENEW DETECTION	
	VOAGUOOA	REGUIRED						
	1	RESP		-	-	-	-	-
	0010000	DECISION OPTIONS	N/A	DECREE OF CONTROL. MOVEMENTS	DEGREE OF CONTROL MOVEMENTS	DEGREE OF CONTROL POVEMENTS	м/д	
	1	INPUT	TERRAIN	CONTROL POSITION GROUND CLEARANCE	COMTROL POSITION GROUND CLEARANCE	CONTROL POSITION GROUND CLEARANCE	GROUND CLEARANCE	
	EFFORACE	AY A OTHER		ТАСТІЦЕ	TACTILE	TACTILE		
	3	Z Z	5				0	
MANEUVERS		EQUIPMENT RESP.	N/A	VARIES MAIN BLADE PITCH (TORQUE)	MAINTAINS AIRCBAFT HEADING	VARIES AIRCRAFT PITCH ATTITUDE		
SEGMENT	100	OPTIONS		NP/DOMN	LEFT/RIGHT	FORE/AFT.		
	100THOS	NAME	4/A	COLLECTIVE	PEDALS	כגמוכ	N/A	
		OPERATOR ACTION	DBSERVE AREA OF INTENDED FLIGHT FOR OBSTACLES	ADJUST COLLECTIVE AS REQUIRED TO PRIVATIVO DE CARMER ALTITUDE AS REQUIRED	אואראוא אואכארד דתיא	ADJUST CYCLIC CONTROL TO WANCIDER RIRCHAT TO POSITION AMAY FROM ENEW THREAL LATEBALLY TO HIDE OR LATERAL DROP TO HIDE	VERITY CLEAR OF THREAT	
SE ENGAGEMENT PERFORM EVADE DÁSH		MODIFIER	DSSTACLE	כטר רכנו אב	PEDALS	כים זכ	XSM	
MISSION PHASE		TASK	CLEARANCE	CONTROL	CONTROL	CONTROL	0040171.04	
		VERB). CHECK	2. AQJUST	3. AQJUST	4. AQUIST	5. ASSESS	

	COMMENTS								
	ACCURACY								
	CRIT	2 ~	~		2	2			
			LAND, GO ANDUND		LANDING DIRECTION	TYPE, OF APPROACH			
	1	-		MATER, TREES, AIRCRAFT	WIND, FORCE LANDING AREAS, HT. OF OBSTACLE, LONG AXIS				
	FEEDBACK	4							
	APE		0	0	0	`	,		
							DISPLAYS		
UBSYSTEM	ROL	SNOTA					SCALE RANGE		
, 6	CONT	NAME.					GAUGES		
um	OPERATOR ACTION	DETERMINE LONG ALIS OF AREA ESTIMITE TOTAL SIZE OF AREA	BBSERVE AND MOTE LOCATION, SIZE, TYPE AND NUMBER OF OBSTACLES TO APPROACH	DETENMINE VELOCITY AND DIRECTION DE WIND	CHOSE APPROACH DIRECTION INTO	JOBBOACH SKEECT LOW LEVEL DYEMEAD	CHECK INSTRUMENTS		
FORM LZ RECOM (UI		ANDING ZONE		KIND	АРРОЛСИ		PRE-LANDING		
FUNCTION PER	TASK	SIZE	OBSTACLES	DIRECTION	DIRECTION	АРРЮАСН	CHECK		
		μ.	2. EVALUATE	3. NOTE	4. spect	S. DETERMINE	6. PERFORM		
	PERFORM LZ RECOM (UTILITY)	FUNCTION FERTINAL 2 RECOR LUTLITY) SUBSYSTEM CONTROL TACK OPERATOR ACTURACY TACK STANDLUS CONTROL FUNCTION FEEDBACK OFFICIALITY SUBSISSEM TASK MANNE OFFICIAL SIZE LANGING TONE ESTIMITE TOTAL SIZE OF AREA SIZE LANGING TONE SIZE TRADING OFFICIAL OFFI	TASK MODITER M	TASK MODIFIER SIZE LANDING ZONE EFFENDING TOWN ACTION NAME OF 10MS TO ARGUING TO ARGUING TOWN ACTIONS TO ARGUING TOWN ACTION AT TERMIN TOWN ACTION ACTION ACTION ACTION ACTION ACTION ACTION AT TERMIN TOWN ACTION ACTIO	TOWERTON PREMER 12 RECORDING ANALYSIS ANALYSIS	STATE AND STAT	Total Tota	STATE CANSES OF STATEMEN CONTINUED CONTINUED	

			COMMENTS		INITIAL AQUISTMENT PUST BE ENOUGH TO CHANGE WOE OF ELIGHT FROM CRUISE TO APPROVED PROSTRY IN POLICE TO INITIALE DESCRIPTIANT ART POLICE.	MENT OF CYCLIC TO INITIATE DECELERATION				SHOULD BE HEVER ADJUSTMENTS AND SHOULD BE CEPT TO A MININGLY DUSING ANY APPROACH TO A MININGLY DUSING ANY					
		204011004	REQUIRED												
		1	RESP.	-	-	-	-	-	-	-	-	-	-	-	
		OCEANO	DECISION OPTIONS		AMOUNT AND DIRECTION OF MOVEMENT	AMOUNT AND DIRECTION OF MOVEMENT	AMDUNT AND DIRECTION OF MOVEMENT			ANDINT AND DIRECTION OF CONTROL HOVEMENT	AMOUNT AND DIRECTION OF CONTROL NOVEMENT	AMDUNT AND DIRECTION OF CONTROL MOVEMENT	CONTINUE/GO AROUND	CONTINUE/GO ARQUND	
		STIMILLIS		MAP, COURSE LINE TERRAIN HEADING INDICATOR			TACTILE TRIM BALL TORQUE SETTING			TACTILE CONTROL POSITION	TACTILE CONTROL POSITION	TACTILE CONTROL POSITION	SPEED, ANGLE,	TERRAIN, OBSTACLES	
		EDBACK	A V A OTHER		1אכז זרנ	TACTILE	TACTILE			TACTILE	TACTIL	TACTIL			
1		FE	>	`	-	`	`	-	~			~	0		
-TASK ANALYSIS	JACK .	1	EQUIPMENT RESP.	DETERMINES ATTITUDE OF D	CHANGE TORQUE (POWER) 0	CHANGE PITCH ATTITUDE D	TRIMS AIRCRAFT D	U	DISPLAYS STATUS C	ADJUST POWER (TORQUE) D	ADJUST PITCH ATTITUDE 0	ADJUST TRIM OF AIRCRAFT D	N/A	N/A C	
	SUBSYSTEM	ROL	OPTIONS		UP/DOWN	FORE/AFT. LEFT/RIGHT	LEFT/RIGHT		IN/NOT IN TOLERANCE	INCREASE/ DECREASE	LEFT/RIGHT FORE/AFT	LEFT/RIGHT			
		CONTROL	NAME	F_1GHT	COLLECTIVE	כאכרוכ	PEDAL		ENGINE, TRANS- IN/NOT IN MISSION, FUEL TOLERANCE AND FLIGHT	COLLECTIVE	כגכרוכ	PEDALS	N/A	м/м	
	IW)		OPERATOR ACTION	MANEUVER AIRCRAFT TO FOLLOW SELECTED COURSE	DESCENT	INCREASE AFT CYCLIC TO INITIATE DECELERATION	INCREASE RIGHT PEDAL TO COMPEN- SATE FOR TORQUE	AQUUST ALTITUDE DURING THE DES- CEN' SO AS TO STAY ABOVE ANY OBSTACLES IN FLIGHT PATH	CROSS CHECK OF BOTH ENGINE AND FLIGHT INSTRUMENTS THROUGHOUT FLIGHT	INCREASE OR DECREASE COLLECTIVE PITCH A REQUISED TO ANYTHIN A SECURED TO ANYTHIN A SECURED TO BE ADDICATED TO SECURE DATH TO POINT OF INTENDED LANDING.	INCREASE AFT CYCLIC TO OBTAIN A CONSTINUE DECELERATION TO ARRIVE AFT POINT DE INTERMED LANGING AT ZERO AIR SPECO	ADJUST PEDAL POSITION IN CONJUNC- TION WITH COLLECTIVE TO MAINTAIN DESIRED HEADING AND TRIM	DETERMINE IF LANDING IS POSSIBLE OR IF GO ARDUND WILL BE NECESSARY	DETERMINE FF LANDING 15 POSSIBLE OR 1F GO AROUND WILL BE NECESSARY	
	PERFORM LANDING (UTILITY)		MODIFIER	АРРКОАСН	COLLECTIVE	CYCLIC	ANTI-TORQUE	OBSTACL E	ENGINE, FLIGHT	COLLECTIVE	כאמוכ	ANTI-TORQUE			
	FUNCTION PHASE	TASK	OBLECT	COURSE	CONTROL	CONTROL	PEDALS	CLEAPANCE	INSTRUMENTS	CONTROL	CONTRIL	PEDALS	АРРЯОАСН	TERRAIN	
			VERB	1. INTERCEPT	2. ADJUST	3. AQUUST	4. ADJUST	S. HAINTAIN	6. MONITOR	7. AQUIST	8. ADJUST	9. ADJUST	10. EVALUATE	11. EVALUATE	

· Commenter of the comment

			COMMENTS								
		ACCURACY	REQUIRED								
		CRIT	RE SP								
		OPERATOR	DECISION OPTIONS	TOUCHDOWN POINT	INCREASE/DECREASE	LEFT/RIGHT, FORE/AFT	१६१७/११ ७म	IN/NOT IN TOLERANCE			
		1	INPUT	TERRAIN	TACTILE COMTROL POSITION	TACFILE CONTROL POSITION	TACTILE CONTROL POSITION	GAUGES CHECKL 1ST	TACTILE PITCH ATTITUBE	TERBAIN	
		KEEDBACK	ОТНЕЯ		TACTILE	TACTILE	TACTILE		TACTILE		
1		FEE	۷ >	`	`	`	`	`	`	`	
-TASK ANALYSIS-	MARTINER	NA CONTRACTOR		N/A 0	ADJUST TORQUE (POWER) D	DIRECTION OF FLIGHT	ADJUST AIRCRAFT TRIM . C	0 - 6600, 0-50, 015P-N°S ASSOCIATED 0 - 100°C. CQUIPMENT SIRIUS 0 - 100°C.	CHANGES AIRCRAFT ATTITUDE	N/A	
1	SUBSYSTEM	TROL	OPTIONS	N/A	INCREASE/ DECREASE	FORE/AFT	LEFT/R19AT	0 - 6600, 0-50, 0 - 1007, 0 - 1000°		N/A	
		CONTROL	NAME	N/A	CALECTIVE	כאברוכ	PEDALS	ТАСН, ТОМQUE М1, EGT	FL 1GM	A/A	
		MOITON GOTAGOGO	Section action	AIRCRAT WILL LAND	INCREASE COLLECTIVE PITCH TO SLOW DESCRIT AND STOP ATREAKT AT 3 FT.	ADJUST CYCLE TO CHANGE PITCH ATTITUDE TO THAT WHICH WILL LEWEL ATREART TO STOP FORMARD MOTION	INNERASE LEFT PEDAL TO COMPENSATE POR NEVERSEE, EN TORGAGE, THEN JOHNS TO POLS AS NECESSARY TO MAINTAIN CONSTANT MEADING	EMEINE AND ROTOR OBSERVE INTRUMENTS IN CREEN ANC	CONSTANT MEMBING	UBSTRYE CLEARANCE OF BOTOR BLADES AND ATREBATT FROM ANY OBSTACLES	
and an and an	TERMINATE LANDING		MODIFIER	TOUCHDOWN	COLLECTIVE	נים וכ	ANTI -TORQUE	ENGINE AND ROTOR		месл	
	FUNCTION TERM	TASK	OBJECT	POINT	CONTROL	CONTROL	PEDALS	INSTRUMENTS	AIRCRAFT	CLEARANCE	
			VERB	1. SELECT	2. ADJUST	3. AQUEST	4. ADUST	S. Смеск	6. STABILIZE	7. MONITOR	

· Complete Palace Park

MUST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED AJC RESPONSE MUST DETECT AND EVALUATE READINGS TO TOENTEY PATENTIAL ENGING/EDUINNENT MALFUNCTIONS MUST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C
RESPONSE MUST DETECT AND EVALUATE READINGS TO TOPENITY POTENTIAL ENGINE/EQUIPMENT MALFUNCTIONS MUST DETECT AND EVALUATE TERRATIN FOR PROPER ATTITUDE MUST ADJUST CONTROLS WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C HUST DETECT AND EVALUATE READINGS TO TOENTIFY POTENTIAL ENGINE/EDUIDMENT MALFUNCTIONS MUST DETECT AND EVALUATE TERRAIN FEATURES FOR POSSIBLE HAZARD TO ALC COMMENTS ACCURACY RESP OPERATOR DECISION OPTIONS AMOUNT AND DIRECTION OF CONTROL MOVEMENT AMOUNT AND DIRECTION OF CONTROL MOVEMENT AMOUNT AND DIRECTION OF CONTROL HOVEMENT IN TOLERANCE RANGE ERRAIN CLEARANCE TERRAIN/AIRSPACE CLEARANCE INDICATOR READING INDICATOR READING INDICATOR READING INDICATOR READING INDICATOR READING TACTILE CONTROL POSITION INDICATOR READING TACTILE CONTROL POSITION INDICATOR READING TERRAIN/AIRSPACE TACTILE CONTROL POSITION STIMULUS TERRAIN FEEDBACK -TASK ANALYSIS-TILT MAIN ROTOR BLADE D IN DIRECTION OF APPLIED FORCE RECTION OF APPLIED FORCE (PITCH ATTITUDE) TILT AFT ROTOR BLADES D IN DIRECTION OF APPLIED FORCE (TRIM) DISPLAYS ENGINE TORQUE VALUE DISPLAYS ENGINE/ROTOR RPM DISPLAYS PER CENT RPM DISPLAYS A/C ATTITUDE DISPLAYS A/C ATTITUDE DISPLAYS A/C ATTITUDE DISPLAY A/C ATTITUDE EQUIPMENT RESP. DISPLAY A/C HEADING MANE UVE R DISPLAYS A/A CONTROL DISPLAY SCALE RANGE SCALE RANGE TIP PATH SCALE RANGE TIP PATH SCALE RANGE SCALE RANGE IN-OUT/ LEFT-RIGHT SCALE RANGE FORE/AFT: LEFT/RIGHT SCALE RANGE TOLE RANCE UP-DOWN N/A INSTRUMENTS COLLECTIVE INDICATOR NAME INDICATOR NOICATOR NDICATOR NOICATOR INDICATOR CYCL IC PEDALS OBSERVE FOR AIRCRAFT CLEARANCE AND OBSTACLES, OTHER AIRCRAFT, ETC. VISUALLY SCAN INSTRUMENT PANEL, CHECK INSTRUM NITHIN GREEN ARC ADJUST LEFT OR RIGHT PEDALS AS REQUIRED CHECK PASSENGERS ON OR OFF. AS APPROPRIATE ADJUST LEFT OR RIGHT PEDAL AS REQUIRED ADJUST ATTITUDE FOR TAKEOFF OPERATOR ACTION DBSCRVE OUTSIDE REFERENCE VERIFY AIRCRAFT ATTITUDE ADJUST POWER FOR TAKEOFF VERIEY AIRCRAFT ATTITUDE VERIFY AIRCRAFT ATTITUDE VERIFY IN TOLERANCE VERIFY IN TOLERANCE VERIFY IN TOLERANCE MISSION PHASE ENGAGENENT (UTILITY)
FUNCTION DEPART LANDING 20NE ENGINE, TRANS-ANTI-TORQUE COLLECTIVE TACHONETER HEADING CYCLIC PITCH UTSIDE REFERENCE OBJECT TORQUE METER INSTRUMENTS PASSENGERS INDICATOR ATTITUDE (SEE 2, 3, 4, 6, 9, 10, ABOVE) MONITOR ADJUST ADJUST ADJUST S. CHECK CHECK 1. CHECK CHECK CHECK CHECK CHECK CHECK CHECK 10. 12. 13. .

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		COMMENTS	MUST SELECT APPROPRIATE NACIO	MUST TUME IN CORRECT FREQUENCY	MUST GIVE ACCURATE POSITION DATA	MAT UNDERSTAND AND CORRECTLY INTERPRET LYSORWATON	MUST SELECT APPROPRIATE RADIO	MIST TUNE IN CORRECT FREQUENCY	MUST GIVE CORRECT INFORMATION	MAST UNDERSTAND AND CORRECTLY INTERPRET INTORMATION
		ACCURACY REQUIRED								
		RESP	-	-	-	-	-	-	-	-
		OPERATOR DECISION OPTIONS	FM; UHF; VHF	FREQUENCY RANGE	MESSAGE CONTENT	N/A	UMF; VMF; PM	FREQUENCY RANGE	MESSAGE CONTENT	N/A
		STIMULUS	IC PANEL SWITCH POSITION	TACTILE IC PANEL DIAL POSITION	808	dOS	TACTILE IC PANEL SMITCH POSITION	TACTILE IC PANEL DIAL POSITION	d 0S	80P
		FEEDBACK	TACTILE	/ TACTILE		,	/ TACTILE	/ TACTILE	-	`
SIS		TASK	٥	G	Q	6	٥	0	G.	0
-TASK ANALYSIS-	MUNICA' TONS	EQUIPMENT RESP.	ENABLES SELECT RADIO	ENABLES SELECT FREQUENCY	TRANSHITS MESSAGE	TRANSHITS MESSAGE	ENABLES SELECT RADIO	ENABLES SELECT FREQUENCY	TRANSMITS MESSAGE	TRANSHITS MESSAGE
SEGMENT PRE	SUBSYSTEM COMMUNICATIONS	CONTROL /DISPLAY OPTIONS	FM; UHF; YHF	FREQUENCY RANGE	N/A	N/A	FM; UHF; WHF	FREQUENCY RANGE	N/A	N/A
		CON	SWITCH	DIAL	MICROPHONE	HEADSET	SWITCH	DIAL	HI CROPHONE	HEADSET
	UNIT	OPERATOR ACTION	SALTCH TO SELECTED RADIO	TUME TO DESTRED FREQUENCY	SEND POSITION DATA TO S-3	LISTEM TO INSTRUCTIONS	SAITCH TO SELECTED PADIO	TUME TO DESTRED FREQUENCY	LICKTIFY TO SUPPORTED UNIT	GET THREAT BRIEFING, ENCT FRIENCY, LOCATIONS, DSSIBLE ADP AND ANDIDANCE AREAS
ENGAGEMENT	COMMUNICATE SUPPORTED UNIT	MODIFIER		RADIO	POSITION	SPECIAL		RADIO		9RIEFING
MISSION PHASE	FUNCTION COM	TASK	84010	FREQUENCY	REPORT	INSTRUCTIONS	RADIO	FREQUENCY	CALL STGN	INFORMATION
		VERB	1. Sp.co	2. AQUIST	3. TRANSHIT	4. RECEIVE	S. SELECT	6. AQUIST	7. TRANSMIT	8. RECEIVE

and and and the same of the

	COMMENTS	MUST DETECT AND IDENTIFY CHECKPOINT	MET DETECT AND INTERRET INDICATOR READING AND MAR CORMINATES	MEST MINITIN MINIMUM CLEAGANCE DEFR DBSTACLES TO AVOID RADAR DETECTION	HIST DETECT AND INTERRET INDICATOR
	ACCURACY	- w			
	CRIT	-	- '	-	-
	OPERATOR DECISION OFFICING	MAP SCALE	INDICATOR SCALE RANGE, WAP SCALE	N/A	INDICATOR SCALE RANGES
	STIMULUS	₹ 2	INDICATOR POSÍTION, MAP	TERAIN	INDICATOR READING
	KEEDBACK				
PRE-ATTACK	EQUIPMENT RESP	DISPLAY TERRAIM 0	DISTANCE DISTANCE OF THE DISTANCE	N/A C	SCALE BANGES DISPLAY AIRCPART STATUS D
SEGMENT PR	ROL		INDICATOR E RANGE, MAP SCALE	4/8	SCALE PANEES S
	CONTROL	WAP	NOICATOR.	4 >	NOTCATORS
104	OPERATOR ACTION	OBSERVE MAP AND TERRAIN	COMPLIATE DISTANCE, ATRSPEED	FOLLOW TERRAIN AT Y'NIMUM ALTTIDE	Ascetain all systems nobmil
MISSION PHASE ENGAGENEYT FUNCTION ARRIVAL ATTACK POSITION	assisted		AOP ARRIVAL		a grower
MISSION PHASE	TASK	TVIDGX29H2	T.W.	wsk	1x51almEn15
	8000	Y. VERIFY	2. ESTIMATE	3. Maistain	- OF CO

188 1880 12	MODFIER NG AND ND CALCTION AND CALCTION CALCTI	NOTATOR SCA NOTATOR NOTATOR	PTICHAS E RANGE E RANGE E RANGE	CCOUPMENT RESS (AT STATE OF ST	2 2	OHER STRUKUS OHER 159'- CHER 159'-	DECEMBER SANGE 1N TOLERANCE SANGE	80	ACCURACY AS COUNTY OF THE COUN	MAST SEVECT AND INTERPRET INSIGATOR RACINGS CORRECTLY RACINGS CORR
2	IN DESIRED POSITION	SWITCH	OW/OFF	CONDITION COCKPIT ENVIRONMENT	D . TACTILL	TACTLE CHECKLIST, CONTROL POSITION	O#/0FF	-		NO4.
. 1 20	BSERVE ALL PHINK/TRANSVISSION/ PRITOR PARAMETERS IN TOLERANCE	INDICATORS: FORGUE EGT RPM	SCALE RANGES	DISPLAY ENGINE, TRANS. C MISSION, ROTOR CONDI- TION		INDICATOR.	IN TOLERANCE BANGE	-		MEST OFFECT AND INTERPRET INDICATOR READINGS ACCIONTELY
	HOVER THE AIRCOAST	ALRCRAFT FL TGHT CONTROLS	CONTRUL. RANGE	A INCRAFT COES INTO HOVER MODE	C . TACTILE	F INDICATORS, TIRBAIN, CONTROLS	CONTROL SANGE	-		WEST CONTROL ATTITUDE AND ALTITUDE OF ATTICKAT AND POSTACE SHOPE SHOWER GROUND TO DONE MELETS

· The spill of the land of the time

	COMMENTS		WASTICENTS AND SELECT THE CONNECT CONTRACT DOSTITION TO ASSUME WEAPONS SYSTEM ACTIVATION	,		MAY TOTAL MO SELECT THE CORRECT SERVING A SELECT THE CORRECT SELECT THE CORRECT SERVING A SELECT THE CORRECT SERVING A SELECT THE CORRECT SELECT SE		•	THE TELEPHANTED RETIGE IS A CHECK THAT MEMORY SYSTEM IS ACTIVATED	
	ACCURACY	недоние								
	CRIT	HEST	-	-	-	-	-	-	-	
	OPERATOR	DECISION OF HONS	CIRCUIT BREAKER IN-OUT	COMTROL SAFE, ARM, OFF	CHECK ON/OFF	CHOICE OF ON BOARD WEAPONS SYSTEM	ADJUST TO COMFORT	POWER ON-OFF	LIGHT ON/OFF	
	s	TOPOT	CONTROL POSITION	CHECKLIST, CONTROL POSITION	CHECKLIST, CONTROL POSITION	CHECKLIST, COMTROL POSITION	CHECKLIST, CONTROL POSITION	CHECKLIST, CONTROL POSITION	נומע	
	KA FEEDBACK	ОТНЕВ	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE		
5	3d A	۷ >	`	0	`			0	` 0	
PRE-ATTACK	EQUIPMENT RESP.		ENABLES MEAPONS SYSTEM D	SAFE, ARM, OFF EMMBLES WEAPON SYSTEM		MEADON SYSTEM	SIGHT MOVES TO AD- JUSTED POSÍTION	ENABLE STGAT POWER		
SEGMENT PRI	ROL	OPTIONS	1N-0UT	SAFE, ARM, OFF	ON/OFF	ON-BOARD WEAPON SYSTEMS	ADJUSTNENT RANGE	ON-OFF	ON/OFF	
	CONTROL	NAME	CIRCUIT BREAK+ IN-OUT	SWITCH, TOGGLE	11047	SWITCH. ROTARY	SIGHT	SWITCH. TOGGLE	RETICLE	
	OPERATOR ACTION		PUSH CIRCUIT BREAKER "IN"	SELECT SMITCH TO "ARM"	OBSERVE ARM LIGHT ON PANEL	TION SELECTOR SALTCH TO DESIRED MEADONS SYSTEM	UNSTON SIGHT AS REQUIRED	TURN POWER SMITCH "ON"	OBSERVE LIGHT RETICLE IN SIGHT	
ENGAGEMENT ACTIVATE WEAPONS SYSTEM		MODIFIER		WASTER ARM	ਮੁਲਕ	WEAPONS SELECT	WEADONS	POWER	згант	
MISSION PHASE FUNCTION ACT	TASK	OBJECT	CIRCUIT DREAKER WEAPONS SYSTEM	SMITCH	LIGHT	SWITCH	stort	SWITCH	PETICLE	
		VERB	1. ACTUATE	2. ACTUATE	3. СИЕСК	4. SELECT	S. POSITION	6. ACTUATE	7. СМЕСК	

		COMMENTS	MEST CONSELLATE VISUAL AND GANNIC DATA ACCURATELY	DATA ACCUBATELY SUM, AND GRAPHIC	MUST CORRELATE VISUAL AND GRAPHIC DATA ACCURATELY			
		ACCURACY	× E	ACCURATE TO SIX DIGIT COORDINATE	ACCURATE TO SIX DIGIT COORDINATE			
		CRIT	-		-			
		OPERATOR DECISION OPTIONS	ates am	WP SCALE	MIP SCALE			
		STIMULUS	\$	MAP, TERRAIN	MP. TERRAIN			
		KAN FEEDBACK						
3		ASK		0	0			
PRE-ATTACK		ECUIPMENT RESP.	DISPLAYS TERRAIN	DISPLAYS TERRAIN	DISPLAYS TERRAIM			
SEGMENT PB	YSTEM	ROL	MAP SCALE	MAP SCALE	MAP SCALE			
		CONTROL	Agh	d to	dth			
	CONFIRM ADP	OPERATOR ACTION	CORRELATE VISUAL CHECK OF ADD AREA WITH THAT PLOTTED ON MAD AND AFFINE FAMILIARITY WITH TERRAIN	CORRELATE VISUAL CHECK OF ROUTE OF EXTRY WITH THAT PLOTTED ON MAD	CORREATE VISUAL CHECK OF EXIT ROUTE WITH THAT REOTTED ON MAP			
ENGAGEMENT	VERIFY POSITION/ROUTE/CONFIRM ADD		MODIFIER AERIAL 08SERVA-	ENTRY	EXIT			
MISSION PHASE	FUNCTION VER!	TASK	POSITION	ROUTE	ROUTE			
). CONFIRM	2. VERIET	3. VERIET			

o management of the

			COMMENTS	ACCURATE TO SIX MAST DETECT AND IDENTIFY RELOAT PATH-	MST MAINTAIN A/C CONTRO, AND ALTITUDE TO PREVENT TIPACT WTH OBSTACLES	MAST DETECT AND IDENTIFY PLIGHT PATH . DOSTALLIS	GALCIAATION GALCIAATION ESPERIENCE WILL AID IN COMBECT	NGSTACLES OBSTACLES			
			REQUIRED	ACCURATE TO SIX DIGIT COORDINATE							
		1	RESP	-	-	-	-	-	-	-	-
			DECISION OPTIONS	MAP SCALE	и/А	и/А	м/А	N/A	N/A	ж	ADJUST FLIGHT CONTROLS
			INPUT	MAP TERRAIN	TERRAIN, A/C FLIGHT CONTROLS	TERRAIN	TERRAIN	TERRAIN	TERRIN	TERRAIN	AIRCRAFT POSITION AND ATTITUDE
		FEEDBACK	Z V A OTHER		<u> </u>	,		`	,	`	`
SS		SK.	Ŷ1	0	U		-	•	•	-	<u> </u>
-TASK ANALYSIS-	UVER		EQUIPMENT RESP.	DISPLAY TERRAIN	н/я	N/A	и/а	N/A	N/A	N/A	DETERNINE AIRCRAFT POSITION/OPERATION
	SEGMENT MANEUVER SUBSYSTEM	CONTROL /DISPLAY	OPTIONS	MAP SCALE	N/A	N/A	N/A	м/А	м/А	н/А	
		CONI	NAME	drá	N/A	N/A	*/A	N/A	W/A	4/A	FL IGHT
			OPERATOR ACTION	MAVIGATE ON CDURSE SELECTED TO AOP	ADUST ALE FOR MINIMUM ALTITUDE OVER TERRAIN	VISUALLY INSPECT AIRSPACE IN FLIGHT PATH	OBSERVE NATRR. TREES, NEATHER REPORT, FEEL	DETERMINE APPROACH DIRECTION	DETERMINE HOVER SPOT	ASCENTIN HOVER CLEARINGE	NOVER ALROWAT USING CYCLIC. PEDALS, COLLECTIVE
	SAGEMENT ER INTO AOP		MODIFIER	SELECTED		R.IGHT PATH		APPROACH	TERNINATION	HOVER POINT	STABLE
	MISSION PHASE ENGAGEMENT FUNCTION MANEUVER INTO ADP	TASK	OBJECT	COURSE	MASK.	OBSTACLES	ONTA	РАТН	TNIO	32.15	HOVER
			VERB	1. MAINTAIN	2. MINTAIN	3. ************************************	₩. OFECK	5. SELECT	6. SELECT	7. EVALUATE	S. MINTAIN

			COMMENTS	MUST SELECT APPROPRIATE DADIO		зком			
			ACCURACY						
			RESP	-	-	-			
			OPERATOR DECISION OPTIONS	UME; WAF; CM, TAT	NORMI OPEN/CLOSED	ME SSAGE CONTENT			
			STIMULUS	SMITCH POSITION	SWITCH	ġ,			
			KAN FEEDBACK	TACTUE	TACTILE SWITCH				
1			A FEE		. 0	0			
-TASK ANALYSIS-	PRE-ATTACK		ECUIPMENT RESP.	INT. FM. WHF. EMABLES SELECTED RADIO D	ENANES SLECT CHANNEL	TRANSWITS PESSAGE			
	SEGMENT	SUBSYSTEM	ROL	UHF, FM, VHF,	OPEN/CLOSED	N/A			
			CONTROL NAME O	SMITCH	SMITCH	MICROPHONE			
	100000000000000000000000000000000000000	FUNCTION COMMINICATION POSITION - ACP (SEE COMMINICATION)	OPERATOR ACTION	SMITCH TO DESINED 94010	DEPRESS AND HOLD SMITCH	SEND ADP REPORT			
	ENGAGEMENT	NICATION POSITION	MODIFIER			P051710W			
	MISSION PHASE	FUNCTION	TASK	E	MICROPHONE	REPORT	MICROPHONE		
			VERB	ו. אנונת	2. ACTIVATE	3. TOANSH()	4. RELEASE		

SECUNDENT SECUNDAL SECUNDA	CONTROL N. F. FEDBACK criminis Acres. CONTROL	MODIFIER OPERATOR ACTION NAME OPTIONS EQUIPMENT RESP. CO. 1 OTHER INPUT DEC	KERTETS NO DESTRUCTIONS IN A/A N/A N/A N/A OPERATION OF HOUSE AND DESTRUCTIONS OF HOUSE AREA. HARDON OF HOUSE AREA. HARDON OF HOUSE AND ALL	CYCLE POSITION CYCLE TO NEUTRAL CYCLE TO NEUTRAL CYCLE TO NEUTRAL POSITION CYCLE TO NEUTRAL POSI	COLLECTIVE INCREASE COLLECTIVE OP-DOWN ADJACT MAIN NOTOR BLADE C / TACTILE CONTROL POSITION CONTROL POSITION F. SCHOOL LIST NOTERN TO ANY PARAGE CONTROL POSITION F. SCHOOL LIST NOTERN TO ANY PARAGE CONTROL POSITION F. SCHOOL LIST NOTERN TO ANY PARAGE CONTROL POSITION F. SCHOOL LIST NOTERN TO ANY PARAGE CONTROL POSITION F. SCHOOL LIST NOTERN TO ANY PARAGE CONTROL POSITION F. SCHOOL FROM THE CONTROL FROM THE C	ANTI-TORQUE WAINTAIN HEADING NATI-TORQUE IN-DUT AQUIVES ANTI-TORQUE CONTROL CO	CYCLIC STABILIZE ATMOGRAFT CYCLIC FORE/AFT; AQUINIS MAIN MOTOR C / TACTILE CONFROL MOUSTION CONFROL MOUSTION STABILIZE A/C	COLLCTIVE STABILIZE AIRCRAFT COLLECTIVE UP-DOWN ALTON PROPERTY OF TACH CONTROL POSITION STATES TO 1 3 FT. ± 1 STABILIZE AIRCRAFT OF TACH CONTROL CONTROL POSITION STATES TO STABILIZE AIRCRAFT OF TACH CONTROL CONTROL CONTROL POSITION STATES TO STABILIZE AIRCRAFT OF TACH CONTROL CONTROL CONTROL POSITION STATES TO STABILIZE AIRCRAFT OF TACH CONTROL CONTROL POSITION STATES TO STABILIZE AIRCRAFT OF TACH CONTROL CONTROL POSITION STATES TO STATES	AMEGNAT STABILIZE AMBGDATT ANI-10PQUE IN-DUT ADULISTS ATT BOTOR C / TACTILE CONFIGUR POSSITION STABILIZE ANI-CONFIGURATION OF RECONSTRUCTION OF STABILIZE ANI-CONFIGURATION OF STABILIZE A	S ENGINE WERLY TONCENTURE IN TOLERANCE INDICATORS SCALE DANGE UTSTANDS LESS TONCENTURE C / INDICATOR DISTRACT TOLERANCE IN TOLERANCE PARTIES TO RETERVENT PROPERTY TONCESTORS ACCOUNTS TO RETERVENT PROPERTY TO RETERVENT PR	S TRANSMISSION WERLY TEMPERATURE IN TOLERANCE INDICATORS SCALE RANGE DISPLACE INDICATOR DISPLACE INDICATOR DISPLACE IN TOLERANCE PACKETON WALLIS TEMPERATURE CO. / INDICATOR DISPLACE PACKETON P	TANNESSON WERLY PRESSURE IN TOLENAME INDICATORS SCALE RANGE UNSTAINS PRESSURE C / INDICATOR DISTUAL PRESSURE IN TOLERAME II	ENGINE WERLEY PRESSURE IN TOLEMANCE INCICATORS SCALE BANGE DISPLAYS PRESSURE C / INDICATOR DISPLAY PRESSURE IN TOLEMANCE 1 -	ENGINE WERETY TORQUE IN TOLERANCE INDICATORS SCALE RANGE DISPLAYS TORQUE WALUES C / INDICATOR DISPLAY TORQUE IN TOLERANCE 1	S GROUND GLIDE ANDEST INSTACTIVE IN ACCORDANCE WAYA WAY C C C C GROUND GLIDE WAYA TO AND STACKLY	
ENGAGEMENT SR. AND CHECK, INSTRUM		MODIFIER	>1													
MISSION PHASE EI	TASK	VERB OBJECT	CHECK AREA CLEAR	SELECT CONTROL	POSITION CONTROL	POSITION PEDALS	ADUST CONTROL	AQUIST CONTROL	MAINTAIN HEADING	MONITOR TEMPERATURES	MONITOR TEMPERATURES	MONITOR PRESSURE	MONITOR PRESSURE	-CNITOR TORQUE	OBSERVE INSTRUCTIONS	

		CRIT. ACCURACY	DECISION OPTIONS RESP. REQUIRED COMMENTS	SIZE OF SECTOR	-	THE THEORYTON WITE BY THE OSSEWER THEN SENDENCE OF THE SECON EXPERT. ENCE BON WOLLDGE OF THE SECON EXPERT.	RECHICANOISS, D. "ARIUS, STREAMS, c.) HEANY VEGETATION, d. MOVEMENT		-		MESSINGE CONTENT 1	REMAIN CLOSE ENCUGA TO PROVIDE PERTMENT DATA		
			DEC	8176 0	N/A	N/A					MESSAG			
		STIMULUS	INPUT	TERRAIN	TERRAIN (OPORD)	TERRAIN MOVEMENT	TERRAIN FEATURES MAG HEADING 01- RECTION & DIS- TANCE TRAVELED.	RADIO COM		TERRAIN VEGETATION	Sop			
		EDBACK	A V A OTHER											
		Kin	> \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	6	0	9	5	0	5		0			
PRE-ATTACK			EQUIPMENT RESP	WA	N/A	N/A	N/A	N/A		NA	UHF, VHF, FM TRANSMETS MESSAGE			
SEGMENT	SUBSYSTEM	70	OPTIONS	N/A	4/A	N/A	N/A	N/A	N/A	N/A	JHF, VHF, FM			
5	5	CONTROL	NAME	N/A	N/A	N/A	N/A	N/A	N/A	N/A	RADIO			
1	1									_		1		
P SUPPORT	VATION (RECON)		OPERATOR ACTION	DETERMINE LIMITS OF THE RECONNED SECTOR	VISUALLY OBSERVE SELECTED AREA FOR DATA GATHERING	NOTES THAT INFORMATION APPLICABLE TO MISSION	OBSERVER AND PILOT MUST ALMAYS BE AMARE OF THEIR DIRECTION AND HOVEWENT IN RESPECT TO THE GROUND FORCE	OBSERVES MOVEMENT OR OBJECTS OF	CONTINUE OBSERVATION	REMAIN WITHIN COVER AND CONCEAL- MENT THAT IS AVAILABLE	COMMUNICATE: REPORT ENERY LOCA- TION, SIZE, ACTIVITY TO SUPPORTED UNIT	MANEUVE A LIECART FAR ENDIGH AMAY TRUM GROUND TROUPS TO PRO- VIDE AREA FOR THE IR MANEUVER ACTIONS.		
MISSION PHASE ENGAGEMENT - TROOP SUPPORT	PERFORM VISUAL OBSERVATION (RECOM)		MODIFIER	SEARCH	SEARCH	APPROPRIATE	DIRECTIONAL	ENEMY	ENEW	ENEWY		MANEUVE R		
MISSION PHASE	FUNCTION PER	TASK	OBJECT	AREA	AREA	INFORMATION	OR; ENTATION	ACTIVITY	CONTACT	DETECTION	MARNING	ÐYGS		
			VERB	1. SELECT	2. SOM	3. 087AIN	4. MINTAIN	5. DETECT	6. MAINTAIN	7. 44010	8. PROVIDE	9. PROVIDE		
		L		-	~		•		•		•	*		

		COMMENTS	MUST STLEET APPROPRIATE UACIO	MIST TUNE IN CORRECT PROJEKTY	NUST UNDERSTRUM AND CORRECTLY THE FORET CATA	ACCARATE TO SIX. MUST DEPLET (PLOT) TRAGE: ACCURATELY DIGIT COMMUNIC.			
		ACCURACY				ACCIRATE TO SIX DIGIT COORDINATE			
		CRIT	-	-	-	-	-		
		OPERATOR DECISION OPTIONS	UMF, VMF, FM	FREQUENCY RANGE	N/A	N/A			
		STIMULUS	5.6	FREQUENCY DIAL	SOP (VOICE)	TARGET DATA	TARGET DATA		
		KAN FEEDBACK	TACTILE			TACTILE			
210				٥ ,	٥	٩	٩		
TARGET ACQUISITION	COMPUNICATION	EQUIPMENT RESP	THE WAS SELECT SADIO	ENABLES SELECT FREQUENCY	TRANSHITS NESSAGE	DISPLAYS TERRAIN			
SEGMENT	SUBSYSTEM	CONTROL	1985, 1945, FM	FRE QUENCY RANGE	N/A	SCALE RANGE			
		CON	SWITCH	01AL	HEADSET	de	MAP AIRCRAFT		
	COMMUNICATIONS)	OPERATOR ACTION	SWITCH ON RADIO DESTRED	TUNE IN PRODER FREQUENCY	RECEIVES TANGET DISTANCE. DIRECTION, ORIO COOPDINATES. RETERIVE POINT	PLOT AND LOCATE TARGET ON 1940	General orient tomard Target location		
ENDAGEMENT	FUNCTION SECEIVE TARGET DATA (SEE COMMUNICATIONS	031310011		RADIO	TARGET	TARGET	TARGET		
WISSION PHASE	FUNCTION SETE	TASK	01048	FREQLENCY	DATA	a ta	AREA		
		90.37	1. SELECT	2. 40JUST	3. 4 EGE1VE	4. PLOT	S. DETERMINE		

· might affect a spirit success at

			COMMENTS	MASS ADJUST TO SUFFECTENT WALVE TO ACHTERE ROPID LIFT	MEST ADUST TO MAINTAIN CONTROL AND HEADING OF ATRICACT	•		•		
		ACCURACY	REQUIRED							
		CRIT	200	-	-	-	-	-		
		OPERATOR	DECISION OPTIONS	AMOUNT OF INCREASE	DEGREE, DIRECTION AND SPECIFIC PEDAL ACTUATION	DEGREE, DIRECTION AND SPECIFIC PEDAL ACTUATION	CONTROL BANGE	CONTROL RANGE		
		STIMULUS		ENGINE INDICA- TORS, CONTROL POSITION						
		KA FEEDBACK	A OTHER	TACTILE	TACTILE	/ TACTILE				
SS SS		bE 2K	ĄΙ	-3	U		U	o .	•	
-TASK ANALYSIS-	TARGE ACTUSTICION	OSSESSED TOTAL	בתרובשביו עבש	AQJUSTS, ENGINE POWER IN DERECTION OF CONTROL MOVEMENT	ADJUSTS TAIL ROTOR TO PRINTAIN PEADING	ADJUSTS CYCLIC	ALTITUDE, ALTITUDE, HEADING AND AIRSPEED AS INDUT	AIRCIALT ATTITUDE, ALTITUDE, HEADING AND AIRSPEED AS INPUT		
	SUBSYSTEM	CONTROL	OPTIONS	INCREASE/ DECREASE	LEFT/RIGHT, IN/OUT	FORMARD/AFT	CONTROL RANGE	CONTROL RANGE		
		CON	NAME	COLLECTIVE	PEDALS	CYCLIC	AIRCRAFT CONTROLS	AIRCRAFT CONTROLS		
		10.20	OFFICE ACTION	INCREASE DONER TO GAIN ALTITUDE	MAINTAIN HEADING CONTROL	POSTITON AINCRAFT SO OBSCRUER CAN VISUALLY SCAN TROGET AREA	COMPOL AIRCRAFT MOVEMENT	BAISE AIRCART TO TARGET 085;GNATTON HETGHT		
	-UP MANEUVER		MODIFIER	COLLECTIVE	AFT ROTOR	A I RCRAFT	OBSTACLE	90 9- 109		
	MISSION PHASE ENGAGE TO THE TOTAL PROPERTY OF THE TOTAL PHASE OF THE T	TASK	OBJECT	CONTROL	PEDALS	ATTITUDE	CLEARANCE	MANEUVER		
			VERB	1. AQUIST	2. ADUST	3. AQUIST	4. HAINTAIN	5. PERFORM		

					æ	à		
	STOMMENTS		MJST RAPIDLY SCAN TANGET AREA	NOME	MUST CORRECTLY TORNTIFY STIMBLUS AS TARGET	MEST CLEARY AND ACCURATELY REPORT TARGET POSITION		
	ACCURACY	REGUIRED				APPROX. ACCURATE TO SIX DIGIT COORDINATE		
	CRIT.	RESP	-	-	-	-		
	OPERATOR	DECISION OPTIONS	N/A	N/A	N/A	N/A		
	STIMULUS		TERRAIN, TARGET	TARGET	7.ARGE7	MAP, TARGET, Terrain		
	KW FEEDBACK	A OTHER						
	SK SK	Δ1 γ1			0	0		
PERFORM VISUAL SEARCH	6000 ANJMONO		K/A	NA	N/A	DISPLAYS TERBAIN		
SUBSYSTEM	CONTHOL	OPTIONS	N/A	N/A	N/A	SCALE RANGE		
	LNOO	NAME	N/A	N/A	4 / x	d W		
	10000	OPERATOR ACTION	VISUALLY SCAN FOR RANGE, USING SECTOR SEARCH METHOD	SPOT TARGET BY EYEBALL	IDENTIFY CORRECT TARGET	LOCATE TRAILET ON MAP BY COORDINATE METHOD		
ENGAGEMENT		MODIFIER	TARGET			7.28GET		
MISSION PHASE ENGAGEMENT FUNCTION TARGET ACQUISITION	TASK	OBJECT	486.4	TARGET	TARGET	LOCATION		
		VERB	1. SCAN	2. OKTECT	3. 105W1FP	4. 7037		

		COMMENTS	MUST DETECT AND EVALUATE SYSTEM CONSITION CORRECTLY	,						MIST DETECT AND EVALUATE TERRAIN FOR OBSTACLES TO CLEAR DROP	MUST CONTROL ATRCRAFT TO ACHIEVE DEFILATE POSITION		×		
		ACCURACY	199		IN TOLERANCE				0 - 89						
		CRIT	-	-	-	-	-	-	-	-	-	-	-		
		OPERATOR	IN TOLERANCE CONDITTON	LIGHTS ON/OFF	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	CONTROL ON/OFF	CONTROL ON/OFF	IN TOLERANCE CONDITION	CLEAR/OBSTACLES	RANGE OF CONTROL MOVEMENT	RANGE OF CONTROL	RANGE OF CONTROL MOVEMENT		
		STIMULUS	INDICATOR	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	CONTROL POSITION	CONTROL POSITION	INDICATOR DISPLAY	TERRAIN	INDICATORS, CONTROL POSITION TERRAIN				
		KAN FEEDBACK	A OTHER				TACTILE	TACTILE			TACTILE	TACTILE	TACTILE		
		3dA XSV	1 0		U	` ·	0		U	` ·	v	0	0		-
TARGET ACQUISITION		EQUIPMENT RESP.		DISPLAYS CAUTION/ WARNING CONDITION	DISPLAYS A/C CONDITION PARAMETERS	DISPLAYS FUEL QUANTITY	ENABLES FORCE TRIM	ENABLES ECU	DISPLAYS SYSTEM CONDITION	N/A	A/C REACTS TO CONTROL MOVEMENT				
SEGMENT	SUBSYSTEM	CONTROL	SCALE RANGE	ON/OFF	SCALE RANGE	SCALE RANGE	ON/OFF	ON/OFF	SCALE RANGE	N/A	FLIGHT CONTROL CONTROL RANGE				
		CON	INDICATOR	INDICATOR	INDICATOR	INDICATOR	SWITCH	SWITCH	INDICATORS	N/A	FLIGHT CONTROL	FLIGHT CONTROL	FLIGHT CONTROL		
		OPERATOR ACTION	OBSERVE IN TOLERANCE	OBSERVE CAUTION/MARNING LIGHTS OFF	OBSERVE IN TOLERANCE	NOTE REMAINING FUEL	IN DESIRED POSITION	IN DESIRED POSITION	OBSERVE IN TOLERANCE	OBSERVE CLEAR AREA FOR DROP	INCREASE/DECREASE COLLECTIVE AS REGUIRED TO MAINTAIN AIRCRAFT DEFILATE POSITION	ADJUST CYCLIC AS ABOVE	MAINTAIN TRIM		
ENGAGEMENT	MASK MANEUVER		MODIFIER	CAUT 10N/MARNING	ENGINE	QUANTITY	FORCE TRIM	ECU	POWER (TORQUE)	OBSTACLE	COLLECTIVE	כאם זכ	ANT 1-TORQUE		
MISSION PHASE	FUNCTION "A	TASK	OBJECT	LIGHTS	INSTRUMENTS	FVEL	SWITCH	SWITCH	INDICATORS	CLEARANCE	LEVER	LEVER	PEDALS		
			1. CHECK	2. CHECK	3. СНЕСК	4. CHECK	S. CHECK	6. CHECK	7. СМЕСК	9. CHECK	9. ADJUST	In. Agust	11. AQUUST		

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			COMMENTS											
		ACCIIDACY	REDUIRED		mineral production of the state									
		2000	RESP	-	-	-	-	-	-	-	-	-		
		OPERATOR	DECISION OPTIONS	TARGET TVDE	MEAPONS TYPE				ON TARGET/OFF TARGET	H11/M1SS	DESTROYED/DAMAGED/ MISSED			
			INPUT	SIGHT, TARGET	CONTROL PANEL. CHECKLIST	SIGHT	TRIGGER	SIGHT	FLIGHT PATH OF WEAPON	TARGET	TARGET	806		
		FEEDBACK	TY V A OTHER		TACTILE		TACTILE TRIGGER		TACTILE					
2		K. FEE	> X1		0	0		0	`	5		0		
MOIN MANALIOID	WEAPPINS	1	EQUIPMENT RESP.		SELECT WEAPON	The second district of the second sec								
SEGMENT	Ш	70	OPTIONS											
35	5 K	CONTROL	NAME	SIGHT	MEAPONS CONTROL	SIGHT	1 R I GGE R	SIGHT	SIGHT	SIGHT	,	840:0		
			OPERATOR ACTION	ACCUIRE AND TOACK TARGET WITH WEAPON TRACKING SYSTEM	ACTUATE MEADON SYSTEM SELECTED FOR TARGET	TOACK TARGET MITH WEAPON TRACK- ING SYSTEM	FIRE SELECTED WEAPON AT TARGET	MONITOR WEAPON FLIGHT TO TARGET	INPLT FLIGHT PATH CORRECTIONS 19 ARAPON IS NEEDED AND IF POSSIBLE	MOTE HIT OR MISS	EVALUATE TANGET DAMAGE	TPANYMIT TARGET DAMAGE ASSESS- VENT		
ENSAGEMENT	ACK TAPRET		MODIFIER						HEAPON	NEAPON.	135a4.	TAGGET		
MISSION PHASE ENGAGEMENT	FUNCTION ATTACK TAPRET	TASK	OBJECT	135871	ARMAMENT	TA95(T	ARGINET	*EAPON	FLIGHT PATH	1-9401	DAMAGE	DAMAGE		
			VERB	Y. ACOURT	2. SELECT	3. T9ASK	3 1	S. TRACK	6. ADJUST	7. 09SEAVE	P. ASSESS	9. REPORT		

AGE	MISSION PHASE ENGAGEMENT	Page 1 of 2		SEGMENT WE	WEAPONS DELLIVERY		Page 1 of 2					Page 1 of 2
M0258/6185				SUBSYSTEM	and the second s							
MON	MODIFIER	OPERATOR ACTION	CON	CONTROL	EQUIPMENT RESP	145K	FEEDBACK	STIMULUS	OPERATOR DECISION OPTIONS	RES	ACCURACY REQUIRED	COWMENTS
1		WERFELS NO OBSTRUCTIONS IN A/C.	4/A	N/A	N/A	·		CHECKLIST, AREA OBSTRUCTIONS	SUFFICIENT CLEARANCE FOR HOVER	2		MUST DETECT AND EVALUATE TEMBAN FEATURES THAT PRESENT A POTENTIAL HAZARO TO HIVER
CYCLIC		POSITION CYCLIC TO NEUTRAL	כאכנונ	FORE/ACT: LEFT/RIGHT	AQLUSTS MAIN ROTOR ATTI-10 TUDE IN DIRECTION OF APPLIES FORCE (LEVEL)	o,	TACTILE	COMTROL POSITION A/C ATTITUDE	CONTROL MOVEHENT TO ACHIEVE NEUTRAL POSI- TION	-		MUST WANTP NATE CONTROL WITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A.C. ATTITIOE
	COLLECTIVE	INCREASE COLLECTIVE	COLLECTIVE	NHOC-dn	ADJUST MAIN ROTOR BLADE ANGL IN DIRECTION OF APPLIED FORCE (LEVEL)	`	TACTILE	CONTROL POSITION A/C ATTITUDE	CONTROL HOVENENT TO ACHIEVE LIFT HOVERENT	-		MUST MANDHLATE CONTROL MITH SUFFICIENT PRECISION TO ACHIEVE REQUIRED A/C. ATTITUDE
	ANTI-TORQUE	MAINTAIN HEADING	ANTI-TORQUE PEDALS	1N-0UT	ADJUSTS AFT ROTOR BLADES IN DIRECTION OF APPLIES FORCE	,	TACTILE	CONTROL POSITION A/C ATTITUDE	CONTROL MOVEMENT TO ACHIEVE A/C HEADING	-		
1 52	ENGINE	VERIFY TEMPERATURE IN TOLERANCE	INDICATORS	SCALE RANGE	DISPLAYS TEMPERATURE VALUES			INDICATOR DISPLAY	TEMPERATURE IN TOLER-			MUST DETECT AND EVALUATE CADICATOR READINGS ACCURATER TO DETERMINE POSSIBLE BACINE MALPINCTION
2	TOANSMISSION	VERTEY TEMPERATURE IN TOLERANCE	INDICATORS	SCALE RANGE	OTSPLAYS TEMPERATURE VALUES	,		INDICATOR DISPLAY	TEMPERATURE IN TOLER-	-		,
2	TRANSMISSION	VERIET PRESSURE IN TOLERANCE	INDICATORS	SCALE PANGE	DISPLAYS PRESSURE	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	-	INDICATOR DISPLAY	PRESSURE IN TOLERANCE	-		
ENGINE	¥	VERIFY PRESSURE IN TOLERANCE	INDICATORS	SCALE RANGE	DISPLAYS PRESSURE VALUES	`		INDICATOR DISPLAY	PRESSURE IN TOLEKANCE	-		1
ENGINE	N.	VERIEY TORQUE IN TOLERANCE	INDICATORS	SCALE PANGE	DISPLAYS TORQUE VALUES	-	-	INDICATOR DISPLAY	TORQUE IN TOLERANCE	-		
		ACQUIRE AND TRACK TARRET WITH WEATON TRACKING SYSTEM	SIGHT					SIGHT, TARGET	TARGET TYPE			
1		ACTUATE WEAPON SYSTEM SELECTED FOR TARGET	WEAPONS CONTRO	_	SELECT WEAPON		TACTILE	CONTROL PANEL	WEAPONS TYPE			
		TRACK TARGET WITH WEADON TRACK- SYSTEM	stert					SIGHT				
		FIRE SELECTED WEAPON AT TARGET	TRISSER			6	TACTILE	TRIGGER				
		MONTOR WEAPON FLICHT TO TAKELT	Start					SIGHT	ON TARGET/OFF TARGET			
AP	ME APON	THE THE TOWN IS NOT THE TOWN IN THE TOWN I	Signi			9	TACTILE	FL JGHT PATH OF WLAPON				
AS.	M APPRY	WOTF HIT ON MISS	Start			c .		TARGET	HIT/WISS			

1								
			NTS					
	2		COMMENTS					
	Page 2 of 2							
			ACCURACY REQUIRED					
			CRIT					
			OPERATOR DECISION OPTIONS	DESTROYED/DAMAGED/ MISSED				
1	1	1	su r					
			STIMULUS	TARGET				
	Page 2 of 2		FEEDBACK					
2	Page		KSK K					
MALYS		1						
-TASK ANALYSIS-	SEGMENT WEAPONS DELIVERY		EQUIPMENT RESP.	UHE, WHE, FH TRANSHITS MESSAGE				
	SEGMENT WE	SUBSYSTEM	ROL	CHF, WHF, FM				
			CONTROL NAME OF	N/A RADIO				
1	.	1						
	Page 2 of 2		CPERATOR ACTION	EVALUATE TARGET DAMAGE EVALUATE TARGET DAMAGE ASSESS- YENT				
	ENGAGEMENT	HOVER/51RE	MODIFIER	TARGET				
	MISSION PHASE ENGAGEMENT	FUNCTION	TASK	DAMAGE				
			VER8	17. ASSESS 18. REPORT				

P. LOHT P. LOHT P. LOHT NAME NAME NAME NAME NAME NAME NAME NAME	Pa.	Page 1 of 2		SUBSYSTEM	SEGMENT MEAPONS D.L. VERY SUBSYSTEM	-	7 40 1 abe					PAGE 1 of 2	
			3	NTROL		3	EEDBACK		OPERATOR	2000	ACCIIDACY		
		OPERATOR ACTION	NAME	OPTIONS	. 1	>	A OTHER		DECISION OPTIONS	HE SP	REQUIRED	COMMENTS	
ALIGHT LET/ALIGHT CHANGE AINCRAFT HEADTH C - TACTILE CONTROL ADJUSTPENT ATTITUDE TACTOR CHANGE AINCRAFT HEADTH C - TACTILE CONTROL TACTOR TO CHANGE AINCRAFT HEADTH C - TACTILE CONTROL TACTOR TO CHANGE AINCRAFT HEADTH C - TACTOR CONTROL TACTOR TO CHANGE AINCRAFT HEADTH C - TACTOR CONTROL TACTOR TO CHANGE AINCRAFT C - TACTOR	ESTRE	ADJUST CYCLIC CONTROL AS REDUIRED TO MAINTAIN PLICH ATTITION FOR DESIRED AIRSPRED AND VISIBILITY	1,1047	LEFT/RIGHT FORE/AFT	CHAN'E AIRCRAFT HEADING. AND PETCH ATTITUM	`	TACTILE	CONTROL POSITION	LET/RIGHT, FORE/AFT	8			
	MOJUS MAINTA	ADUST COLLECTIVE PITCH TO MAINTAIN OR COMME ATTIQUE AS REQUED BY MECHANION, TEPRAIN AND ENEW SITUATION	FL 1GHT	nP/1001W				POS1110N	UP/200#W	~			
P. Gold AND MAN OF GAMER AIRENT C OBSTACLES	RIM	ADJUST PEDALS AS REQUIRED FOR TRUM AND HEADING CONTROL	FL10MT	LEFT/RIGHT	CHANGES AIRCRAFT HEADING			CONTROL POSITION	ננדו/פומר	2			
	ONITA	AQUUST F. LIGHT CONTROLS AND MAINTOR AREA AS REQUIRED TO MAINTAIN SUFFICIENT CLEARANCE	P. 164T	ANDUNT OF ADJUSTNENT				OBSTACL ES		2			
STORT N/A N/A TIRROLIN TARGET	3684 3684	OBSCRVE INSTRUMENTS AS TIME PERMITS	INSTRUMENTS	IN/OUT OF TOLERANCE				CAUGES	IN TOLERANCE	2			
STLETTO IN ANOUS CONFROU STLEET WEARON D - INACTILE CONTINUE TOWN 151	RASK	MANUEL A DOINT AT WHICH AIR- WANEUVER (BREAK AMAY OR MUST BEGIN	N/A	N/A				TERRAIN TARGET		~			
SITCICO NO MONTE CONTROL SILCCT WILLOWS TO A MACTER CONTROL NA ADDRESS THE	ACOU!	RE AND TRACK TARGET WITH DN TRACKING SYSTEM	SIGNT					SIGHT, TARGET	TARGET TYPE	~			
	ACTUA TOR T	TE WLAPON SYSTEM SILLCITO	W APONS CONT	i de			- 1	CHECKLIST	MEADONS TYPE	2			

	COMMENTS								
	ACCURACY	REQUIRED							
	CRIT	2 2	2	~	~	2	0	2	
	OPERATOR	DECISION OFFICIAL			ON/OFF TARGET	H17/M155	DESTROYED/DAMAGED/ MISSED		
1 11	STIMULUS	i i	TR1 GGER	SIGHT	FLIGHT PATH OF WEAPON	TARGET	TARGET	506	
7 10 7 abp.	FEEDBACK	0 . O	0 / TACTILE	0	0 / TACTILE	,			
	EQUIPMENT RESP	1		AINS MEAPON				TRANSHITS MESSAGE	
SUBSYSTEM	CONTROL	OPTIONS							
	OS	SIGHT	TR1 GGE R	SIGHT	STONT	S1 GHT	4/	RADIO	
Page 2 of 2	OPERATOR ACTION	TOLCE TABLET WITH MEANING	FIRE SELECTED WEAPON AT TARGET	MONTOR NEAPON FLIGHT TO TARGET	TO GENOR IN NEEDED AND IF POSSIBLE	NOTE HIT OR MISS	EVALUATE TANGET DAMAGE	PANSVIT TARGET DAMAGE ASSESS-	
RUNNING FIRE		MODIFIER			KCapow	weapon	TARGET	TARGET	
# J]	TASK	OBJECT TARGET	APPLICAT	KEAPON	FLISH PATH	1.59 ACT	Зоннос	DAMAGE	
		9. TRACK	10. F1RE	11. 19ACK	12. ADJUST	13. OBSERVE	14. 455555	15. ac post	

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		COMMENTS	MUST DETECT AND EVALUATE SYSTEM CONDITION CORRECTLY					,		MIST DETECT AND EVALUATE TERRAIN FOR OBSTACLES TO CLEAR DROP	MUST CONTROL A/C TO ACHIEVE A DEFILATE POSITION		
	ACCURACY	REGUIRED	05 - 0059		IN TOLERANCE				0 - 20				
	CRIT	3	-	-	-	-	-	-	-	-	-	-	-
	OPERATOR	DECISION OPTIONS	IN TOLERANCE CONDITION	LIGHTS ON/OFF 1	IN TOLERANCE CONDITON	IN TOLERANCE CONDITION	CONTROL ON/OFF	CONTROL ON/DEF	IN TOLERANCE CONDITION	CLEAR/OBSTACLES	SANGE OF CONTROL	RANG OF CONTROL	RANG OF CONTROL.
	STIMULUS	TUPUT	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	CONTROL POSITION	CONTROL POSITION	INDICATOR DISPLAY	TERRAIN	INDICATORS, CONTROL POSITION TERRAIN	INDICATORS CONTROL POSITION TERRAIN	INDICATORS, CONTROL TOSTION TERRAIN
	FEEDBACK	AT V A OTHER					/ TACTILE	TACTILE			TACTILE	TACTILE	7.467116
	SK ZK	φ1 >	· ·	· ·	U	6	u_	· ·	U	Ü	u .	Ü	v
AIRCRAFT		EQUIPMENT RESP	DISPLAYS RPM	DISPLAYS CAUTION/ WARNING CONDITION	DISPLAYS A/C CONDITION PARAMETERS	DISPLAYS FUEL QUANTITY	ENABLES FORCE TRIM	ENABLES ECU	DISPLAYS SYSTEM CONDITION	N/A	TLIGHT CONTROLS CONTROL RANGE A/C REACTS TO CONTROL MOVEHENTS	FLIGHT CONTROLS CONTROL RANGE A/C REACTS TO CONTROL MOVEMENTS	FLICHT CONTROL GONTROL GANGE, IA/C BEARTS TO CONTROL
SUBSYSTEM AIRCRAFT	ROL	OPTIONS	SCALE RANGE	ON/OFF	SCALE RANGE	SCALE RANGE	ON/OFF	ON/OFF	SCALE RANGE	4/A	CONTROL RANGE	CONTROL RANGE	CONTROL BANGE
	CONTROL	NAME	INDICATOR	INDICATOR	INDICATOR	INDICATOR	SWITCH	SWITCH	INDICATORS	N/A	FLIGHT CONTROLS	FLIGHT CONTROLS	F. I.CHT CON: 80.1
		OPERATOR ACTION	OBSERVE IN TOLERANCE	OBSERVE CAUTION/MARNING LIGHTS OFF	OBSERVE IN TOLERANCE	NOTE REMAINING FUEL	IN DESIRED POSITION	IN DESIRED POSITION	OBSERVE IN TOLERANCE	PBSERVE CLEAR AREA FOR DROP	INCREASE/DECPEASE COLLECTIVE AS PEDIJORO TO MAINTAIN A:BCRAFT IN DEFILATE POSITION	ADVIST CYCLIC AS REQUIRED TO MAINTAIN IN DEFILATE POSITION	MAINTALY TREE
MASK MANEUVER		MODIFIER	3061	CAUTION/MARNING DBSERVE CAUTION	ENGINE	QUANTITY	FORCE TRIM	Ecu	POWER (TORQUE)	08STACLE	COLLECTIVE	כאכרוכ	ANT1-1090'8E
FUNCTION	TASK	OBJECT	TAC4	11943	THSTRUMENTS	FUEL	SMITCH	¥110	INDICATORS	CLEARANCE	LEVER	LEVER	S PERM S
		VERB); CHECK	2. CHECK	3. СМЕСК	•. CMCCK	S. CHECK	\$. CHECK	7. CHECK	9. C#CX	9. ADJUST	10. AQUUST	11. AQUEST

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		COMMENTS	MUST DETECT AND IDENTIFY THREAT	MIST CORRECTLY EVALUATE THREAT	MIST CORRECTLY EVALUATE OPTION(S)		,	
		ACCURACY	1					
		CRIT	-	-	-			
		OPERATOR DECISION OPTIONS	N/A	THREAT/NO THREAT	EVASIVE DASH OR DROP			
		STIMULUS	₹.	TARGET	TARGET, TERRAIN. A/C MODE			
		KAN FEEDBACK						
25			0	٥	0			
ENEW DETECTION		EQUIPMENT RESP.	N/A	N/A	и/А			
	STEM	CONTROL	N/A N/A	N/A	N/A			
		CON	N/A	N/A	м/я			
	10x	OPERATOR ACTION	SEES MIZZLE PLASH FROM TARGET AREA	DETERMINE FIEW ACTION IS AGAINST DAN AIRCBATT	SELECT EVASIVE MODE.			
ENGAGEMENT	RECEIVE ENEMY DETECTION		MODIFIER		EVASIVE	·		
MISSION PHASE		TASK	MIZZLE FLASH	THREAT	WANEUZER			
			T. OBSERVE	2. EVALUATE	3. DETERMINE			

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	COMMENTS	MST DETECT AND EVALUATE THREAT TO ATREMET AND/OR MISSION QUITCELY AND ACCURATELY	,	PRIOR MESS CHECKEN RECORDS THAT THE PROPERTY OF ALL PROPERTY OF ALL PROPERTY OF THE PROPERTY O		1. MINOR DAWDE: A ROCEAST WANTES AS 15 2. MANOR DAWDE: O C. O. C. CONTOCKS OF A STRANG (LANG). 3. WANDR DAWDE: A LITO BOTATE 3. WANDR DAWDE: A LITO BOTATE		
	ACCURACY	REGUINED						
	CRIT	\$ -	-	-	-	-		
	OPERATOR	EXTENT OF DAMAGE TO A/C	HOW SERIOUS IS THREAT TO AIRCRAFT	ATREBATE OPERATION IN TOLERANCE	AIRCRATT OPERATION IN	AIRCRAT OPERATION IN TOLERANCE		
	STIMULUS	INPUT	NOISE, AIRCRAFT JOLT, FLASH	INSTRUMENT DISPLAY CONTROL RESPONSE	AIRFRAME, AIR- CRAFT SKIN CONDITION	MOTSE CONTROL VIRRATIONS		
	KEEDBACK	A 07HER	/ / TACTILE	TACTILE		TACTILE		
2	3d) } }	,			0		
WEAPONS, DELIVERY	FOUIPMENT RESP	N/A	N/A	AIRCRAFT FLIGHT ATTI- TUDE 01SPLAYE STATUS	N,A	NA	•	
SEGMENT W	CONTROL/DISPLAY	OFTIONS N/A	N/A	DI SPLAY . CONTROL RANGE	N/A	N/A		
	CONT	NAME N/A	N/A	FLIGHT CONTROLS INSTRUMENTS	N/A	N/A		
AGE	OPERATOR ACTION	CREENE FLASH FROM ENEW WEAPONS	HEADUS, PEELS IMPACT OF ENEW HEADUS ON AIRCRAFT FISELAGE	DHECK FLIGHT CONTROLS CHECK FLIGHT INSTRUMENTS CHECK FLIGHT INSTRUMENTS	EVALUATE OBSERVATIONS OF STEP 3	DETERMINE NEXT ACTION, 1.E. LAND, RETURN TO BASE, ETC.		
RECEIVE HIT/ASSESS DAMAGE		MODIFIER MUZZLE	AIRCRAFT	AIRCRAFT	DAMAGE	A! RCRAFT		
MISSION PHASE ENGAGENENT	TASK	OBJECT PLASH	Ţ	39446	SEVERITY	AI PHORTHINESS		
		VERB	2. DETERMINE	3. ASSESS	4. DETERMINE	S. DETERMINE		

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1		(-	- 1			1		1				1					
Control			COMMENTS	MIST DETECT AND EVALUATE POSSIBLE PLIGHT PATH DATA	MUST CORRECTLY ADJUST CONTROLS TO MAINTAIN AIRCRAFT CONTROL			MUST DETECT AND EVALUATE POSSIBLE FLIGHT	MUST EVALUATE MASK CONDITION CORRECTLY TO AVOID ENEW DETECTION	MIST COPRECTLY ADJUST CONTROLS TO MAINTAIN ALRCRAFT CONTROL	MIST DETECT AND EVALUATE INDICATOR READING CORRECT, Y TO ASSURE IN TOLERANCE OFFRATION	MUST CLEARLY AND ACCURATELY TRANSMIT THREAT DATA	MINT DETECT AND EVALUATE POSSIBLE FLIGHT	MUST CORRECTLY AQUIST CONTROLS TO MELVINIAL ARCRAFT CONTROL		MIST CORRECTY ADVIST CONTROLS TO MISTARY AND TO EVADE ENEMY DESCRIPTION	MOST CREWING WAY CONTION COMECTLY TO ANGIO CREW CREGITION
The color The		ACCURACY	REQUIRED														
CONTROL CONT		CBIT	RES	-	-	-	-	-	-	-	-	-		-	-	-	-
UNIT		OPERATOR	DECISION OPTIONS	N/A	DEGREE OF CONTROL MOVEMENT	DEGREE OF CONTROL	DEGREE OF CONTROL MOVEMENT	N/A	N/A	DEGREE OF CONTROL	IN TOLERANCE RANGE	MESSAGE CONTENT	N/A	DEGREE OF CONTROL HOVENENTS	DECREE OF CONTROL NOVEMENT	DEGREE OF CONTROL WIVENENT	N/A
1.00 1.00		STIMULUS	INPUT	TERRAIN	CONTROL POSITION GROUND CLEARANCE	4		TERRAIN, GROUND CLEARANCE		CONTROL POSITION TERRAIN	INDICATOR DISPLAYS	80%	TERRAIN	CONTROL POSITION GROUND CLEARANCE		,	TERRAIN GROUND CLE ARANCE
TANKENDRAMES TANKENDRAME		DBACK	ОТИЕВ		TACTILE	TACTILE	TACTILE							TACTILE	TACTILE	TACT, LE	
TANKENDRAMES TANKENDRAME		FEE	A >	-		-		-			->		-			+	
MUSICION PARASE L'AMAGRANT TASS CONTROL CONTR	MANEUVERS	1	. 1		VARIES MAIN BLADE PITCH IN DIRECTION OF ACTUA-	1			N/A	1			N/A				
MUSICION PARASE STRATES OF THE PROPERTY OF THE	11	TROL	OPTIONS	A/A	NN00-dr	IN/OUT RIGHT/LEFT	FORE/AFT LEFT/RIGHT	N/A	A/A	CONTROLS	SCALE RANGE	UMF, VMF, FM		UP/DOWN	LEFT/RIGHT	FORE / AFT LEFT / RIGHT	
TASS TASS CONTROL		CON		A/A	COLLECTIVE	PEDAL (S)	ביתונ	N/A	A/N	CONTROLS	INDICATORS	0,040	A/A	COLLECTIVE	PEDALS	כאברונ	4/4
CONTROL COLL			OPERATOR ACTION	OSSERVE APEA OF INTENDED FLIGHT PATH FOR DESTACLES		1 .		OBSERVE TERRAIN CLEARANCE				PRANSMIT REPORT OF ENEMY THREAT AND EVASIVE ACTION		ADJUST COLLECTIVE AS REQUIPED TO MAINTAIN OR CHANGE ALTITUDE AS PEDUIRED		AAVEST CYCLIC CONTROL TO WANE MER A HACKAT TO POSTION AAAA FEDM EMEW THREAT LATERALLY	TO THE OF THE OFFICE OF
MASSION PARA FUNCTION TASK GLEARNCE CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL	DE DASHADODE		MODIFIER	OBSTACLE	COLLECTIVE	PEDALS	CYCLIC	DESCENT	*SSK	A19CPAFT	ENGINE	ENEMY	OBSTACLE	COLLECTIVE	PEDALS	כייבונ	×SK
2047.00 AQUIST AQUIST AQUIST COCCC COCCC COCCC AQUIST AQUIST AQUIST AQUIST AQUIST AQUIST	MISSION PHASE	TASK	OBJECT	CLEADANCE	CONTROL	CONTROL	CONTROR	2116	CON01710W	CONTROLS	INSTRUMENTS	NOTECTION	33%64370	כסאנואסר	10077901	CONTROL	CONDITION
			VERB		AQUUST	1			455£55			1		1		1	

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		1							
	COMMENTS	MST CLEARY AND ACCURATELY TRANS THREAT DATA							
	ACCURACY								
	CRIT	2 -							
	OPERATOR	MESSAGE CONTENT							
	1	8							
	FEEDBACK	X							
COMMINICATIONS	EQUIPMENT RES	TRANSMITS NESSAGE							
SUBSYSTEM	ROL	CHF, WHF, FM							
	CON				•				
T ENEMY DETECTION	OPERATOR ACTION	TRANSHIT REPORT OF ENEWT THREAT AND EMSTIRE ACTION							
MUNICATIONS - REPORT		ENEM							
	TASK	DETECTION							
	9000	1. REPORT							
	FUNCTION COMMULATIONS - REPORT ENEW SCIECTION SUBSYSTEM COMMULATIONS	FUNCTION COMMICATIONS REPORT ENEW DETECTION SUBSYSTEM COMMICATIONS STRINGLUS CONTROL CONTROL EQUIPMENT RESP. BET FEDBACK STIMULUS CONTROL CRIT ACCURACY	1884 1884 1881 1884 1881 1884 1881 1884 1881 1884	FUNCTION COMPANIEST ENERGY SECURACY TASK OBJECT WOODFIER OFFRATOR ACTION OBJECT WOODFIER OFFRATOR ACTION OBJECT WOODFIER OF SECURACY OBJECT OF A OTHER STRUCTUS OBJE	TASK TOWEROUS REPORT TOWN TASK TOWN	TASK COMMAND COMMAND	TABLE COMMENTED COMMENTE	THE CONTINUES STATE STAT	TOMETON STORE STATE STOR

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TANK MODFIER	10 AOP		SUBSYSTEM							
OBSTACLES RIGHT PATH OBSTACLES RIGHT PATH APPROACH	10 AOP	CONT	CONTROL /DISPLAY	EQUIPMENT RESP.	KEEDBACK	STIMULUS	OPERATOR DECISION OPTIONS	CRIT	ACCURACY	COMMENTS
MINITIN MESK WHITOR OBSTACLES ALIGHT PAIN CHECK MIND DIRECTION SELECT PATH APPROACH SELECT POINT TERMINATION SELECT POINT TERMINATION	T			DISPLAY TERRAIN		2	MAP SCALE	1 800		MIST DETECT AND TORNITEY RELIGHT PATH.
CHECK AIND DIRECTION SELECT PATH APPROACH SELECT POINT TERNINATION SELECT POINT TERNINATION SELECT POINT TERNINATION	ALITUDE OVER TERRAIN	N/A	N/A	N/A	,	TERRAIN, A/C R.I.GHT CONTROLS	N/A	-		MOST MAINTEN ATC CONTROL AND 44TTT-20E TO PREVENT IMPACT 41T= 0957ACLES
SELECT PATH APPROACH SELECT POINT TERMINATION EVALUATE STZE HOUER POINT	HSPACE III	N/A	N/A	N/A	`	TERRAIN	A/N	-		MUST RETECT AND TORNITER ELLONT PATH OBSTACLES
SELECT PATH APPROACH SELECT POINT TERHNATION EVALUATE STZE HOUER POINT	OBSCAVE WATCH, TREES, WEATHER REPORT FEEL	N/A	N/A	N/A	a	TESPAIN	N/A	-		
SELECT POINT TERMINATION SELECT POINT TRANSMITON OURS FOUNT	OFTERMINE APPROACH DIRECTION	N/A	N/A	N/A		TERPALM	N/A	-		,
EVALUATE S12E HOVER POINT		V/A	N/A	4/A		TERRAIN	N/A	-		
	APAYCE	4/8	N/A	N/A	9	TERRAIN				
8. MAINTAIN MOVER STABLE HOVER ALDERAL	PEDAS, COLLECTIVE	ruser		POSITION/OPERATION		ALBCRAFT POSITION AND ATTITUDE	ADUST R. IGHT CONTROLS			

		S C C C C C C C C C C C C C C C C C C C	MUST RECEIVE AND UNDERSTAND MESSAGE CORRECTLY TO PREVENT POSSIBLE A CLOSS	MUST CORRELATE AND EVALUATE MAD AND ACTION, LOCATION, TERRAIN, ETC. ACCURATELY		MUST DETECT AND LIGHTLY LERRALY FEATURES CORRECTLY	1	MIST COPRECTLY ACTUATE CONTROLS TO MAINTAIN AIRCARFT CONTROL	MUST IDENTIFY AND EVALUATE TERPAIN FLATURES THAT MICL OF SELT IN MAKINGM CONCEALMENT FOR AIPERAFT	MIST DETECT AND LOTWITH OBSTACLES THAT PRESENT A DANGE IN THE FLIGHT PATH		MEST ACTUATE CONTROL IN ARRESPERATE DIRECTION TO MAINTAIN CONTROL OF A/C AND AND AND AND ACTUAL STANDARD OF ACTUAL ACTUAL OF ACTUAL ACT		MUST DETECT AND ACCHANTELY INTERPRET INDICATOR TO MAINTAIN DESIRED COURSE	MUST DETECT AND INTERPRET VISUAL DRSKALES TO ANDID INFRACT OF A/Z ACTH THESE DESTACES		
	ACCURACY	REQUIRED				ACCURATE TO NEAREST 6 DIGIT COORDINATE						*5 •	BALL CENTERED				
	CRIT	RESP	-	-	-	-	-	-	-	-		-	-	- ;	2		
	OPERATOR	DECISION OPTIONS	N/A	MAP SCALE	MP SCALE	MAP SCALE	MAP SCALE	CONTROLS RANGE	N/A	N/A	OFF/SAFE/ARM	FOSITION CONTROL	POSITION CONTROLS IN OR OUT, RIGHT OR LEFT PEDAL	RANGE OF A/C HEADING SCALE	N/A	POSITION CONTROL FORE/ART RIGHT/LEFT	
	STIMULUS	INPUT		MAP, TERRAIN	MAP, TERRAIN	MAP, TERRAIN	MAP, TERRAIN	CONTROLS POSITION TERRAIN	TERRAIN	TERRAIN	80P	HEADING INDIC. CONTRUL POSITION VISUAL ORSERV.	HEADING INDIC. CONTROL POSITION VISUAL OBSERV.	INDICATOR DISPLAT	AIRSPACE	HEADING INDIC. CONTROL POSITION VISUAL OBSERV.	
	BACK	ОТНЕВ				ACTILE		ACTILE				TACTILE	rACT ILE				
	FEED	۷ >															
	2K	ŶΪ	· o	0	٥	0	٥	C CN	Ů.	O .	٥	0	ES D	0	0	C	
EPAR: MMELIVER AREA	odda and and odd	COOLINGIA	TRANSMITS MESSAGE	DISPLAYS TERRAIN	DISPLAYS TERRAIN	DISPLATS TERRAIN	DISPLAYS TERRAIN	ALTERS A/C ATTITUDE. ALTITUDE, AIRSPEED A HEADINS	N/A	N/A	WEAPON'S SYSTEM SAFE	TILTS MAIN ROTOR IN DIRECTION OF APPLIES	TILTS AFT MOTOR BLAC IN DIRECTION OF APPL FORCE (TILT)	DISPLA'S A/C HEADING	N/A	N/A	
2	TROL/DISPLAY	OPTIONS	UHF. VHF. FM	MAP SCALE	MAP SCALE	MAP SCALE	MAP SCALE		N/A	N/A	OFF/SAFE/ARM	FORE/AFT RIGHT/LEFT	RIGHT/LEFT IN/OUT	SCALE RANGE	N/A	N/A	
	NOO	NAME	RADIO	MAP	WAP	MAP	мар	A/C CONTROLS	N/A	A/N	SWITCH	כיבונ	PEDAL(S)	INDICATOR	N/A	٧/٨	
		OFEHATOR ACTION	RECEIVES MESSAGE TO DEPART THE MANEUVER AREA AND RETURN TO BASE	DETERMINE EXIT ROUTE IS OPEN	LOCATE PRESENT POSITION ON MAP	DETERMINE ELIGHT PATH DOWN EXIT CORRIDOR	NOTE OBSTACLES IN FLIGHT PATH	FLY EXIT ROUTE NOE	MAINTAIN MINIMUM ALTITUDE OVER TERAAIN	095ERVE TERPAIN AND AIRSPACETTO CLEAR/AVDID OBSTACLES	SET ARMANENT SLEECT SMITCH TO "SARE" UPON DEPARTING MANEUVER AREA	ACTUALES CONTROL TO KEEP A/C ON DESTRED COURSE	ACTUATES CONTROLS TO REEP A/C NOSE ON COURSE	OBSERVE INDICATOR TO DETERMINE HEADING	OBSERVES TERRAIN, OBSTACLES, ETC.	OBSERVES TERRAIN, OBSTACLES, ETC.	
AVIGATE NOE		MODIFIER		EXIT	PRE SENT	EXIT		NOE		FLIGHT PATH	ARMANENT	CONTROL	AFT ROTOR	HEADING		0651860	
11	TASK	OBLECT	INSTRUCTION	POUTE	POS:TION	R.IGHT PATH	TERRAIN		MASK	OBSTACLES	SWITCH	כאם. וכ	PEDALS	INDICATOR	AIRSPACE	COURSE	
		VERB	1. RECEIVE	2. VERIFY	3. CHECK 1	4. PLOT	5. CHECK	6. PERFORM	7. HAINTAIN	8. MONITOR	9. SELECT	10. POSITION	11. POSITION	12. MOVITOR	13. MONITOR	14. VAINTAIN	
	ASE 0872/8 10 9488 MAVIGATE NOE	ASE REUGH TO BASE SEGMENT DEPAR WELFER AREA NAVIGATE NO CONTROL/DISPLAY FOR STIMULUS CONTROL/DISPLAY FOR STIMULUS CONTROL/DISPLAY FEEDBACK STIMULUS CONTROL/DISPLAY FEEDBACK STIMULUS	MISSON PAGE SECURITY TEPAS. MILLUES ASP. SECU	HISSION PRASE STUMENT OF THE PARTY OF THE PA	NUMBER 1985	PROPERTY PROPERTY	STATE STAT	TASK	NAME	NASK WILDER NOTE WILDER NOTE WILDER NOTE WASKER WASKER	National Mark	NATION MARCHE DESCRIPTION DESCRIPTION MARCHE DESCRIPTION DESCR	Transform Participal Part				

		COMMENTS	MST DETECT. TOLVETY AND EVALUATE.	MST DETECT, 19PYTEY AND EAGURE TERRIN FEATURES COSRECTY	,			
		ACCURACY	ACCUSATE TO NEAREST 6 DIGIT COORDIVATE		×			
		CRIT	-	-	-	-		
		OPERATOR	WP SCALE	MP SCALE	WP SCALE	MAP SCALE		
		STIMULUS	2	d Vie	9.54	MA.P		
		ASK FEEDBACK						
SIS		ASK VZK	1 0	0	6	0		
-TASK ANALYSIS-		ECUIPMENT RESP.	DISPLAYS TERNAIN	DISPLAYS TERRAIN	DISPLAYS TERPAIN	DISPLAYS TERRAIN		
SEGMENT	YSTEM	CONTROL	WAP SCALE	MAP SCALE	MP SCALE	WAP SCALE		
		NOO		dví	d V	d¥		
	(IF NOT DONE DURING PRE-FLIGHT)	OPERATOR ACTION	LOCATE PRESENT POSITION INTERSECTION ACTHOR	OTERNIN BEST COUSE IN TERMS DE: ESSE OF WANTERION - OSCIL LANGING ARENS, MISSING ABILITY, SHORTEST ROUTE	LOCATE CHECKEDINS THAT ARE: EASY TO LOCATE, ARRHUN T FERBLY FEATURES, EASY TO DEWLEY (STAND OUT), ASCOLATE IN NUMBER, IN PROCEIN TO EACH OTHER	PLOT COURSE ON MAP		
RETURN TO BASE	MINE FLIGHT ROUTE		DEPARTURE	FLIGHT				
MISSION PHASE	FUNCTION DETERMINE PLICHT ROUTE (IF NOT DONE DURI	TASK		358000	CHECKPOINTS	358000		
			361884146	SELECT	SELECT	2007		

		-								
Page 1 of 2		COMMENS	MIST ACTUATE CONTROL IN APPROPRIATE DIRECTION TO ACHIEVE DESIRED ATASSEED AND REVIEW POSSISELE, COS OF CONTROL MITH GROUND OR DESIRELE.		MUST DETECT AND INTERPRET ATSSPEED INDICATOR CORRECTOR TO MAIN'S ADMINISTRA ADMINISTRATE ATSSPEED		MST RETECT AND INTERNET ALTHETE FOOLSHOP CORRECT TO AND D.A.C. COMPACT METH REDOLD AND ESPAREESSY MATINIATOR WEST RED ALTHURE AS REQUERED BY MISSION	MUST ACTINITE PEDALS APPROPRIATELY TO MAINTAIN REQUIRED HEADING ANY ATTE- TUDE OF MELO	MAST DETECT AND INTERPRET INVICATOR CORRECTOR AGAINSTMAIN A AC REQUIRE WAYS	
	ACCURACY	REQUIRED	MAINTAIN AIRSPEED TO WITHIN + SK TAS OF REQUIRED TAS	MAINTAIN AIRSPEED TO WITHIN - SK IAS OF REQUIRED IAS	MUST READ AIR- SPEED TO MITHIN + 5K		MUST READ TO WITHIN + 10	TRIM BALL CEN- TERED		
	CRIT	RESP	-	-	2		2	-	~	
	OPERATOR	DECISION OPTIONS	MAY ACTUATE CONTROL UP OR DOWN	MAY ACTUATE CONTROL FORE-AFT AND LEFT- RIGHT	N/A		N/A	HAY ACTUATE ETTHER OR BOTH PEDALS IN OR OUT	4/4	
11	Г	7								
27.5	STIMULUS	INPUT	VISUAL (EXTERNAL) ARSPEED INDICA- TOR, TORQUE METER, ALTIMETER	VISUAL PITCH ATTITUDE (EXTER- NAL) AIRSPEED INDICA- TOR	VISUAL (EXTERNAL) ARRSPEED INDI- CATOR	TERRAIN	VISUAL (EXTERNAL) ALTIMETER READING	VISUAL (EXTERNAL) ATTITUDE INDI- CATOR (TRIM)	VISUAL (EXTERNAL) PITCH ATTITUDE INDICATOR	HOR1 20N
Page 1 of 2	KW FEEDBACK	ОТНЕЯ								
	FEED	4 >		-	-					
3	2K	AT	U	10 m	2 30	U	ت ت و	50	- <u>-</u>	
SEGMENT CRUSE NOE SUBSYSTEM FLIGHT CONTROL/DISPLAY		EQUIPMENT REST	ALTERS PITCH OF ROTOR BLADES TO CONFORM TO DIRECTION OF APPLIED FORCE (1.E. UP-DOWN) (10RQUE OR POMER)	ALTERS ROTOR ATTITUDE CO. CON OR TO DIRECTION OF APRILED FORCE PITCH ATTITUDE CHANGE	TANUSHITS INDICATION OF C A/C VELOCITY RELATIVE TO THE GROUND	N/A	TRANSHITS INDICATION OF C A/C HEIGHT FROM GROUND	ALTERS PITCH OF REAR ROOR BLADES TO OFFSET MAIN ROTOR TORQUE AND STEER PELO	TRANSMITS VISUAL INDI- EATION OF A/C PITCH ATTITUDE	N/A
SEGMENT C	CONTROL /DISPLAY	OPTIONS	UP. DOWN	FORE-AFT (LEFT-RIGHT)	N/A	N/A	47.4	RIGHT-IN-OUT	4/A	
G G	CONT	NAME	CONTROL	CYCLIC CONTROL	AIRSPEED INDICATOR	N/A	ALTIMETER	AFT ROTOR PEDALS	PITCH ATTITUDE N/A	9010R T1P
E0 Page 1 of 2		OPENATOR ACTION	ACTUATE COLLECTIVE CONTROL TO ATTAIN DESISED BLADE PITCH ANGLE TO CORRESPOND TO DESIRED ALREPIED	ACTUATE CYCLIC COMPO, "O ATTAIN DESPREO ROTOR ANALE TO COMPESIONO TO DESPREO LAS	OBSERVE AIRSPEED INDICATOR TO VERFY A/C 15 PRAMELING AT DESINED VELOCITY	OBSERVE RATE OF TERRATM PASSAGE	DISSEME ALTIMETER TO CORRELATE AIRPSEED TO ALTITUDE	ACTUATE APPROPRIATE PEDAL(S) TO ACHIEVE DESIRED A/C HEADING (FRIM)	OBSERVE INDICATOR TO ASCERTAIN A/C IS IN DESIRED PITCH ATTITUDE	OBSERVE TIP PATH PLANE
RETURN TO BASE MONITOR/ADJUST AIRSPEED		MODIFIER	COLLECTIVE	כאמונ	AIRSPEED	GROUND	ALTIMETER	AFT ROTOR	PITCH ATTITUDE	P3110
MISSION PHASE	TASK	OBJECT	CONTROL	CONTROL	INDICATOR	SPEED	INDICATOR	PEDALS	INDICATOR	ATT17u0E
		VER8	1. ADJUST	2. AQUIST	3. MON 1 TOR	4. MONITOR	S. MONITOR	6. AQUIST	7. MONITOR	8. MONITOR

	,	•	888		19. MONITOR			
	ISSION PHASE	UNCTION MON	TASK	TWOICATOR	INDICATOR			
	MISSION PHASE RETURN TO BASE	FUNCTION MONITOR/ADJUST AIRSPEED	MODIFIER	£	TORQUE			
	Page 2 of 2	0.	OPERATOR ACTION	OBSERVE INDICATOR TO ASCERTAIN TURBING SPEED IS APPROPRIATE TO OKSIRED ATREPLEED	OBSERVE INDICATOR TO ASCERTAIN TORQUE SETTING IS APPROPRIATE TO AIRSPEED			
			CON	8	TORQUE METER			
	SEGMENT CRUISE NIE	SUBSYSTEM	CONTROL/DISPLAY OPTIONS	η - 103*	0 - 50			
-TASK ANALYSIS-	JCN 3SI	ROL /DISPLAY	EQUIPMENT RESP.	TRANSMITS VISUAL INDI- CATION OF A/C TURBINE SPEED	INCREASE / DECKEASE POHER			
S	Page 2 of 2		KAN FEEDBACK	``	``			
			STIMULUS	TURBINE SPEED INDICATOR (N ₁)	COLLECTIVE			
			OPERATOR DECISION OPTIONS	N/A				
			CRIT.	2				
	ă		ACCURACY					
	Page 2 of 2		COMMENTS	MUST DETECT AND INTERPET INCIDENCE CORRECTLY TO ADUST THEY PALE ROUTH WAYS TO MEET ATROFIED WEIST				
i			1					

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SEGMENT CRUISE NOE SUBSYSTEM FLIGHT CONTROL	CONTROL / DISPLAY	EGGLAWEN LES	COLECTIVE UP-DOWN TILLS MAIN BOTOR BLADE D ANGLE IN DIRECTION OF APPLIED FORCE (PLICH) (TORQUE)	NONE N/A N/A C	ALTIMETER N/A ALTHETER DISPLAY DISPLAY OLSPLAY FLUCTUATES IN ACCORD-	AFT ACTOR LEFT: TH-OUT ALTERS PITCH OF AFT D PEDALS RIGHT: TH-OUT ROTOR (TRIM)		
	KA FEEDBACK STIN	1	` 0	C / EXTERNAL UTSUA	D / ALTIMETER DISPLAY	D / VISUAL HEADING HEADING ATTITUDE ATTITUDE TO BEEN BARE		
	STIMULUS		ALTIMETER OR DOWN INCREASE DECREASE TORQUE	VISUAL NONE	ER NOWE	VISSAA, (ERTENAL) HANDAK, BOLCATOR TEDAL IN OR OUT TOR, BALL METAL		
	CRIT ACCURACY		-	-	2	-		
	STATE OF STA		MUST ACTUATE CONTROL APPROPRIATE TO ACHIEVE DESIRED RITTLOSE AND ANDED A/C 199ACT WITH OBSTACLES OF THE GROUND	MUST DETECT, IDENTIFY AND EMALMITE ARRANGE AND INTERNAND REALWEST AND COREO BKODE POTENTIAL RICH HAZARDS AND/OR UNYSK THE ARRENT	HUST DETECT AND INTERPRET DISPLAY CORRECTOR TO PRECIOG IMPACT OF AVC	MIST ACTURE PERIS APPRIMELY TO MAINTAIN/CORRECT A/C HEACING AND TREE		

		COMMENTS	WIST ACTORY COVERS. IN APPRIORISED OF ALC AND RECEIVED CONTACT WITH RESTACES		HAST DETECT AND ACCIDATELY INTERNET. INDICATOR TO HASTATAN DESIRED COURSE.	WET DETECT AND INTERMETT WISSELD DRIVE. CLESS TO AVOID : WM ACT OF ALC WITH "HESE OBSTACLES	MET ATTAIT COVER, IN APPENDENT OF ALC DISCISION TO WINN CONTROL OF ALC		
	L	ACCURACY REQUIRED		BALL CENTERED	•		*S •		
		PE SP	-	-		2		 	
		DECISION OPTIONS	POSTITON CONTROL (FORE/ AFT) OR RIGHT/LEFT	POSITION CONTROLS IN OR OUT, RIGHT OR LEFT PEDAL	BANGE OF A/C HEADING SCALE	4/A	POSTITEN CONTROL (FORE) 1		
		INPUT	HEADING INDICATOR CONTRIL FOSTION VISUAL DESERV.	r	INDICATOR DISPLAY	AIRSPACE	HEADING INDICATOR CONTROL POSITION VISSAR OBSERV.		
	FEDRACK	V A OTHER	TACTILE	TACTILE					
2	N N	SAT.		`.	0	`. G	` 6		
CRUISE NO.	11	EQUIPMENT RESP	TEETS MAIN MOTOR IN DIRECTION OF APPLIED FORCE	TILIS ATT ROTOR BLADE IN DIRECTION OF APPLICD FORCE (TRIM)	DISPLAYS A/C HEADING	N/A	N/A		
SEGMENT	CONTROL	OPTIONS	FORE/AFT; RIGHT/LEFT	81047/1557 13/007	SCALE PANGE	N/A	N, A		
	NOO	NAME	כעכו נכ	PEDAL(S)	INDICATOR	N/A	N/A		
9		OPERATOR ACTION	ACTMTES CONTROL TO REEP A/C ON DESIZED COURSE	ACTUATES CONTROLS TO REEP A/C NOSE ON COURSE	OBSERVE INDICATOR TO DETERMINE MEAGING	OBSERVES TERRAIN, OBSTACLES, ETC.	OBSTANLES, ETC.		
RETURN TO BASE		MODIFIER	CONTROL	AFT 40108	HEADING		DESIRED		
MISSION PHASE		OBJECT	כאמונ	PEDAL S	INDICATOR	AIRSPACE	COURSE		
		VERB	1. POS.T.10N	2. POSTTION	3. * GN1108	4. 40v170R	S. MINTAIN		

+							- I ASK ANALTSIS	2						
		ASE	RETURN TO BASE	(ADDRE DAELA)		SEGMENT CRUISE NOE	CRUISE NOE							
-		П		The state of the s		OBSYSTEM								
Ц	9037	TASK	asisioon	OPERATOR ACTION	CONTROL	ROL	EQUIPMENT RESP.	ANE VZK	KW FEEDBACK	STIMULUS	OPERATOR DECISION OPTIONS	CRIT	ACCURACY	COMMENTS
<u></u>	1. CHECK	INDICATOR	TORQUE METER	VISUALLY OBSERVE READING ON INDICATED GAUGE	E		DISPLAYS TORQUE (POWER) C BEING USED	` .	-	CAUGE	INCREASE, DECREASE		. 2	MUST DETECT, IDENTIFY AND EVALUATE INSTRUMENT DISPLAYS AND CONTROL POSITIONS
~	CHECK	TACHOMETER	£		N, TACH	0 - 1001	DISPLAYS PERCENT RPM	`		,	INCREASE, DECREASE		:	ACCURATELY TO ASSESS A/C OPERATION AND MAINTAIN SAFE FLIGHT
ń	. CHECK	CAUGE	EGT	•	EGT CAUGE	0 - 1000*	DISPLAYS TEMPERATURE	` '					- 15	
•	. CHECK	INDICATOR	DUAL TACH		DUAL TACH		DISPLAYS ROTOR RPH DISPLAYS ENGINE RPH	` '		GAUGE			+ 25	
	S. CHECK	INDICATOR	AIRSPEED		AIRSPEED INDICATOR	0 - 190 KTS	DISPLAYS INDICATED AIRSPEED	`		GAUGE			\$	
•	6. CHECK	ALTIMETER, YSI			ALTIMETER YSI	RANGE CLINB. DESCENT	DISPLAYS ALTITUDE DISPLAYS RATE OF CLINE	0	_	GAUGE	INCREASE, DECREASE TORQUE; LOWER, RAISE		\$ 50	
,	7. CHECK	INDICATOR	RADIO MAG	•	ii.	.096 - 0	DISPLAYS ATRCRAFT HEADING	0		GAUGE	PITCH ATTITUDE		\$ \$	
66	. CHECK	INDICATOR	FUEL PRESSURE		FUEL PRESSURE	5 - 30	DISPLAYS FUEL PRESSURE	`		GAUGE			-	
•	. CHECK	INDICATOR	FUEL QUANTITY	•	QUANTITY		DISPLAYS FUEL QUANTITY	` "	-	GAUGE			* 25	
9	. CHECK	INDICATOR	TRANSMISSION OIL PRESSURE		OIL PRESSURE	0 - 100	DISPLAYS OIL PRESSURE	`		GAUGE			ŧ 3	
=	11. CHECK	INDICATOR	ENGINE OIL PRESSURE	•	OIL PRESSURE	001 - 0	DISPLAYS OIL PRESSURE	5		CAUGE			. 3	
12.	. CHECK	INDICATOR	TRANSMISSION OIL TEMPERATURE	•	OIL TEMPERA- TURE		DISPLAYS OIL TEMPERA- TURE	0		GAUGE			\$ \$	
. 13.	. CHECK	INDICATOR	ENGINE OIL TEMPERATURE	•	OIL TEMPERA- TURE		DISPLAYS OIL TEMPERA- TURE	` '		CAUGE			\$	
<u>*</u>	. ADUST	CONTROLS	FLIGHT	ADJUST CYCLÍC, COLLECTIVE AND PEDAL AS NECESSARY TO MAINTAIN	FLIGHT		DETERMINES AIRCRAFT ATTITUDE	` '	TACTILE	INSTRUMENTS & OUTSIDE REFER-	CHANGE OR HOLD			
15.	. MONITOR	AIRSPACE		DESTRED FLIGHT ATTITUDE OBSERVE A/C CLEARANCE AND OBSTA- CLE AVOIDANCE	N/A					ENCE TERRAIN. AIRSPACE	TERRAIN, AIRSPACE			

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		COMMENTS	RANGE STATE
	204011004	REQUIRED	
	1	92	-
		DECISION OF TIONS	MAZMOS TO 111GHT
		INPUT	A PAPAGE.
- S	XW FEEDBACK	A V A OTHER	
-TASK ANALYSIS-		EQUIPMENT RESP.	44
SEGMENT	CONTROL	OPTIONS	4
	NOS	NAME	V/X
		OPERATOR ACTION	TIGRAIN FOR POSSIBLE FILGHT HAZARGS
TURN TO BASE OR ATRSPACE		MODIFIER	
MISSION PHASE RETURN TO BASE FUNCTION WONTON AIRSPACE	TACK	OBUECT	F. SEPACE
		VERB	on the state of th

			# J					
	24 SANSON		CORRECT CONTROL ADJUSTMENTS WITH BE STANDED WITH WASTERS WITH COLLECTIVE LESS ALL WASTERS WITH		x			
	ACCURACY	REQUIRED						
	CRIT	RESP	-	-	ļ-			
	OPERATOR	DECISION OPTIONS	DIRECTION OF APPLIED FORCE TO COLLECTIVE CONTROL	DIRECTION OF APPLIED FORCE TO RIGHT OR LEFT PEDAL	DIRECTION OF APPLIED FORCE TO SYCLIC CONTROL			
	5	1	VISUAL OBSERVA- TION OF ARSPACE. INDICATORS					
	KE FEEDBACK	A OTHER	TACTILE	TACTILE	TACTILE			
	T SK	>	` ·	3	-			
	COUNTY OF CAL	. 1	TILT MAIN ROTOR BLADES . C . IN DIRECTION OF APPLIED FORCE	ADJUSTS TATE ROTOR BLADES TO GIVE DIREC- TOWAL STABLLITY (TTIM)	TILIS MAIN BOTOR IN DIRECTION OF APPLIED FORCE			
SUBSYSTEM	CONTROL /DISPLAY	OPTIONS	UP-20MM	RIGHT, IN-OUT	FORE/AFT, LEFT, RIGHT			
	CON	NAME	COLLECTIVE	PEDAL (S)	כאכרוכ			
	MOITOR BOTAGOSO	Orena Con action	KEPS A/C ABOYE OBSTACLES, FOLLOWS TERANIN RELIDINGS, MEMINS BELOW SURGONORYM TERANIN BY POSTIONING COLLECTIVE, PEDALS, CYCLIC CONTROLS AS REDUINED	WARES ATREED AS REQUIRED FOR SAFE ALIGHT PATH BY ADJUSTING COLLECTIVE PITCH, CYCLIC AND PEDALS	ADJUSTS CYCLIC CONTROL AS REQUIRED TO SHERVER AND MATERIAL MASKED CONDITION			
MAINTAIN MASK		MODIFIER	AIRCRAFT	AIRCRAFT	AIRCRAFT			
FUNCTION	TASK	OBJECT	ATITUDE	AINSPEED	ATTITUDE			
		VERB	1. ADJUST	2. ADUST	3. ADJUST			

		_							 	
			COMMENTS	MAST JUDGE CLEADWISS ACCOUNTS, PAYOR	MOST JUDGE CLEARANCES ACCERATER EVOLGA- 10 PREFETT 199ATT OF SKIDS 4174 0857ACLES 199ATT OF SKIDS 4174	WAST JUDGE SIZE AND SHAFE OF APPRICA- TO OBSTACKES WITH SEPTICION TEETISTING ACC AND OBSTACKE THE OFFICE OF APPRICA-	MOST DETECT CHANGE IN A CLATTICGE BESALTING IN A "ALL UDE" ATTICGE	MUST ACTUATE COVERS, IN APPROPRIATE CONTROL IN APPROPRIATE TO CARRE TO CARRE TO CARRE TO CARRE TO CARRE TO CARRE CONTROL IN SUFFICIAL TO CARRE CONTROLS.		
		ACCURACY	REQUIRED							
		CRIT	RESP	2	2	2	2	-		
		OPERATOR	DECISION OPTIONS	4/4	N/A	N/A	N/A	MAY ACTUATE CONTROL UP OR DOWN		
		STIMULUS	INPUT	OBSTACLES IN FLIGHT PATH	OBSTACLES IN FLIGHT PATH	OBSTACLES IN	1) PITCH ATTI- TUDE 2) ATTITUDE IN- DICATOR POSITION	1) EXTERNAL VISUAL 2) ALTIMITER INDICATION		
		FEEDBACK	A OTHER	CELVED						
5		N. SK	>	` 0	`	` .		. 0		
-TASK ANALYSIS	CRUISE NOT FLIGHT CONTROL	930		N/A	11/A	N/A	TRAYEMTS INFORMATION RELATIVE TO A/C ATTITUDE	CHANGS MAIN ROTOR BLADE FITCH ANALE IN DIRECTION OF APPLIED FORCE (TORQUE)		
	SEGMENT CRUISE NOT SUBSYSTEM FLIGHT CONTROL	ROL	OPTIONS	N/A	и/А	N/A	4/A	UP - DOMPR		
		CONTROL	NAME	RLADES	SKIDS	N/A	ATTITUDE INDI- CATOR PITCH ATTITUDE	COLLECTIVE PITCH CONTROL		
	EAPANCE		OPERATOR ACTION	VISUAL DRSERVATION OF MAIN BOTOR BLADES IN BETEBENE TO LEFRANCE ALM SERDINOTH, TERRAIN AND PREFAILES	VISMAL OBSERVATION OF SKIDS IN BETHERNET OF CLEARINE WITH TER- RAIN NAD OBSTACLES	ANCES REGISED AND DETRIKE AND LONGE CLEAR- ANCES REGISED	MAG AND TALL EM CONDITION	ACTIATES COLLECTIVE PITCH CON- TON, TO ALTE ATC. ALTITUDS AND PRODUCE RESTACLE CLEARANCE		
	METURN TO BASE		MODIFIER	ROTOR BLADE	SKIDS		TAIL	COLLECTIVE PITCH		
	MISSION PHASE	TASK	OBLECT	CLEARANCE	CL EARANCE	OBSTACLES	AT111:0E	CONT POL		
			VERB	104,79R	-0v170R	DBSEAVE	90.1.08	ADJUST		

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		COMMENTS	אני בנראני איש הכימאבני בפאני האניון ונגאלי ביאיה פראני	MST CLEARY AND ACCURATELY VERBALY TRANSMIT TERRAIN CHANG OF ALLS	MAT RETER AND ISSATING THE PACES IN THE PACE	
		ACCUPACY REQUIRED				
		RESP	~	2	2	
		OPERATOR DECISION OPTIONS	N/A	N/A	WA	
		STIMULUS	VISUAL TERRAIN FEATURES	VISUAL TERRAIN FEATURES	FEATURES RAIN	
		FEEDBACK	· ·		·	
-TASK ANALYSIS -		EQUIPMENT RESP.	N/A	N/A	4/4	
TNINGS	SUBSYSTEM	CONTROL /DISPLAY		N/A	٧٨٨	
		CONT		N/A	V.V.	
	RAYCE	OPERATOR ACTION	עראפלוט ברפאות בבנאדוטת באאפלוט ברפאות בבנאדוטת	URBALLY TANSMIT ABBLING OF CHANGE IN TERRITY GETATION	SCAN ALSSAGE TO DETECT AND SCAN ALSSAGE TO DETECT AND SCAN ALSSAGE TO DETECT ALSSAGE	
RETURN TO BASE	MONITOR DRSTACLE CLEARANCE	MODIFIER	CBSTACLE	VEGETATION		
10000	FUNCTION 40	TASK	94148	SKINGH	ATSSACE	
,		VER8	1. COMMUNICATES MARNING	2. COMENICATE	3. 401709	

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		COMMENTS	NUST DETECT AND LOBINITY CHECKPOIN'S	NOKE	MIST ACCURATELY ESTIMPTE DISTANCES	MIST ACCIDATELY ESSIMATE TIME	HAS SELECT WAS OF EMPORALE SCALE TO	MST DETECT AND TORNTER CHECKREIN'S	MIST TEEVITY A/C POSSITON ACCIONTELY
		ACCURACY	жолие						
		CRIT	- 2		-	-	-	-	-
		OPERATOR	N/A	N/A	N/A	N/A	MAP SCALE	V/A	٧/٨
		STIMULUS	1 2	TERRIN	TERBAIN	TERRAIN	MAP, TERRAIN	MAP, TERRAIN	MAP. TEBBALM
-SI		KAL FEEDBACK	O OTHER		`` a		`.	`. o	`
-TASK ANALYSIS-		EQUIPMENT RESP		N/A	4/A	N/A	DISPLAYS TERPAIN	DISPLAYS TERRAIN	4/A
SEGMENT	SUBSYSTEM	CONTROL /DISPLAY	N/A	N/A	N/A	4/A	TERRAIN	TERRAIN	N/A
		000	N/A	N/ A	N/A	N/A	a s	dk.	4/8
		OPERATOR ACTION	POINTS	BEYEATH AIRCBAFT OBSERVE POINT BEYEATH AIRCBAFT	FROM KNOAN POLYTS (ST IMATE DISTANCES	(STIMITE TIME	CORELATE MAP & TERBAIN FEATURES	OBSERVES MAD & TERRAIN	DETERMINE AIRCOATT POSTITON
RETURN TO BASE	DETERMINE POSITION		MODIFIER	BENEATH ALBERAFT	FROIT KNOWN POINTS	FROM KNOWN POINT ESTIMATE TIME	MAP A TERRALM		AIBCBAFT
MISSION PHASE		TASK		POINT	DISTANCE	y.	FEATURES	CHECKPOINTS	P051710M
			VERS OBLECT	2. CHECK	3. ESTIMATE	4. ESTYATE	5. IDENTIFY	6. VERIFY	7. DEVTE
•		Ц	1			L	L		

	COMMENTS	AND IDENTIFY APPRICATE	v CDBB(C1 D18ECT19A		AND LOENLIFY POINTS OF	AND LOCATIFF INTERSECTION	AND TORNITY TERRAIN H RELATION TO INTERSECT		
		MUST DETECT TERRAIN FEA	MUST 100/411	NONE	MUST DETECT	POINT	MUST DETECT FEATURES HI POINT		
	ACCURACY				ACCURATE TO SIX	ACCURATE TO SIX			
	CRIT	-	-	-	-	-	-		
	OPERATOR DECISION OPTIONS	WAP SCALE	MAP SCALE	MAP SCALE	N/A .	MAP SCALE	MAP SCALE		
	STIMULUS	wap	МАР	мар	956	de	TERRAIN FEATURES		
	FEEDBACK A OTHER								
	TASK	0	0	0		0	0		
	EQUIPMENT RESP.	N/A	N/A	4/A	DISPLAYS INTERSECTING	N/A	N/A		
SUBSYSTEM	ROL /DI SPLAY	MAP SCALE	MAP SCALE	MP SCALE	MAP SCALE	MAP SCALE	MAP SCALE		
	CON	ď¥	a v.	d¥H.	dVr	dVe	MAP		
	- OPERATOR ACTION	PICKS TWO OR MORE TERRAIN FEATURES	OFTERWINE DIRECTION OF FEATURES FROM A/C (MAG COMPASS OR RMI)	ESTIMATE DISTANCE TO EACH FEATURE	NTERSECT FEATURE DIRECTION LINES MITH A/C	NOTES INTERSECTION POINT	VERIFY BY OBSERVATION OF AREA AND TERNATY FEATURES		
ERFORM INTERSECTION	MODIFIER	dVM	LOCATIONS	LOCATION	LOCATION LINE	AIRCRAFT			
FUNCTION PE	TASK	LOCATIONS	DIRECTION	OI STANCE	INTERSECT	P051710N	CHECKPOINTS		**************
	8837). SELECT	2. DETERMINE	3. ESTIMIE	4. PEDFORM	S. DETERMINE	6. VERIFY		
	PERFORM INTERSECTION	FUNCTION REPRESENTING CONTROL DISTRICT CONTROL OF STATE O	FUNCTION RESPONSE INTERSECTION TASK OPERATOR OPTIONS FUNCTION PERFECTION TASK TOWN TOWN PERFECTION TOWN TOWN PERFECTION TOWN FOLLOWING THE PROPERTY OF THE PROPE	FUNCTION PERFECTION TASK TOWN TOWN PERFECTION TOWN PERFE	STATE STAT	THE CHARGE THE	TANKED T	150 150	

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			•	BE IN VICINITY					•
			COMMENTS	LOCATION OF AIRCRAFT MST BE IN VICINITY OF CHECKPOINT AND/OR BARRIER					
			ACCURACY						
			RESP	-	-	-			
			OPERATOR DECISION OPTIONS		ON COURSE/OFF COURSE		ON COURSE/OFF COURSE		
			STIMULUS	TERRAIN, NAP	TERRAIN, MAP	TERBAIN, MAP	TERRAIN, MAP		
			FEEDBACK						
SS-			145k	•	0	6	9		
-TASK ANALYSIS-	CRUISE NOE		EQUIPMENT RESP.	-					
	SEGMENT	SUBSYSTEM	CONTROL						
			CON	N/A	МАР	TERRAIN	MAP, TERRAIN		
			OPERATOR ACTION	APPRACIUM CHECIPOLIT	KERIFY AIRCHAFT ON CORRECT COURSE	OBSERVE AND DETERMINE LOCATION OF TERRALM FLATURE CHOSEN AS AMARIER IN RESPECT TO AIRCUAFT LOCATION	NITH ATO OF COURSE AND BARRIER, OFTERMINE LOCATION OF CHECKPOINT		
	RETURN TO BASE	USE BARRIERS	MODIFIER	СИЕСКРОІМТ					
	SE	11	TASK	РЯОХІМІТЧ	COURSE	BARRIER	CHECKPOINT		
			VER®	1. DETERMINE	2. VERIFY	3. OBSERVE	4. LOCATE		

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			COMMENTS	MAST RETTE: AND DEVITOR DARRATIVES	SIGNIFICANT TRRAIN FEATURES	MIST DETECT AND DENTITY RELOAT BYTH STOWFFONT TRRBAIN FEATURES			
		ACCURACY	REQUIRED						
		CBIT	RESP	-	-	-			
		OPERATOR	DECISION OPTIONS	MAP SCALE	4/A	N/A			
		J	INPUT	MAP	TERRAIN	TERRAIN			
IS-		FEEDBACK	V A OTHER	``		``			
-TASK ANALYSIS-	COOLST WIT		EQUIPMENT RESP	DISPLAYS TERRAIN	e/h	N/A			
	SEGMENT	TROL /DISPLAY	OPTIONS	MAP SCALE	N/A	N/A			
		CON	NAME	a 5	N/A	A/A	·		
			OPERATOR ACTION	RELATES TERRAIN LEATURES TO MAP CONTOURS AND CHECKHOTHTS	VOTES PRINCIPATION TO CHECKETION TO CHECKPOINTS	CONSTANT DISSENATION FOR CHECK-			
	FUNCTION INTERPRET TERRALN		MODIFIER	TERRAIN	TERRAIN				
	FUNCTION IN	TASK	OBJECT	reav.pers	FEATURES	TERGALN		 	
			VERB	1. 351601	2. INTERPRET FEATURES	3. 408) 708			

	COMMENTS							
	ACCURACY	REQUIRED						
	CRIT	RESP					,	
	OPERATOR	DECISION OPTIONS	ON COURSE/OFF COURSE					
	STIMULUS	INPUT	TERRAIN MAPS		CHECKPOINTS TERRAIN			
	KEEDBACK		v.	` .	`			
CRUISE NOT	EQUIPMENT RESP		N/A	4/t	N/A			
ENT	CONTROL	OPTIONS	N/A	N/A	N/A			
	CON	NAME	4/A	N/A	м/м			
	MOLTON BOTABBOO	OPERATOR ACTION	POLGY/COPIGE DISCUSS THEIR POSITION BELATIETO SUSMOUNDING TERRAIN, CHECKPOINTS, OBSTACLES	COPILOT YANYIGATOR ADVISES PILOT OF PROXIMITY TO CHECKNOTH WHILE GLUING DESCRIPTION OF TERRAIN	WALGATOR/COPILOT ADVISES PILOT OF NEW CORRES AND THE FROM IN TO EMPECT AFTER EACH CHECKPOLNT			
CREM CONSDINATION		MODIFIER	VISIBLE					
MISSION PHASE	TASK	OBUECT	TERRAIN	CHECKPOINTS	COUPSE CHANGES			
		VERB	1. 015cuss	2. 015cuss	3. 015cuss			

		COMMENTS	HIST TRENTIEY AND SELECT APPRIANCES RADSO	MOST TORVITEY AND TONE IN CORRECT PROQUENCY	MISTARION	3KQi	жо		
		ACCURACY							
		RESP	-	-	-	-	-		
		OPERATOR DECISION OPTIONS	FM, UHF, WHF	FREQUENCY RANGE	MESSAGE CONTENT	MESSAGE CONTENT	N/A		
		STIMULUS	TACTILE SAITCH POSITION	TACTILE IC PANEL, DIAL	WP, TERRAIN	dOS	30p		
		FEEDBACK			`				
-TASK ANALYSIS-		EQUIPMENT RESP. KSP	RECETVE	ENABLES SELECT FREQUEY. D /	TRANSMITS MESSAGE 0	TRANSMITS MESSAGE	TRANSMITS MESSAGE D		
SEGMENT CRUISE NO	SUBSYSTEM COMMINICATIONS	CONTROL /DISPLAY	FM, UHF, WHF	FREQUENCY	N/A	N/A	N/A		
		CONT	SMITCH	DIAL	MICROPHONE	MI CROPHONE	нелоѕет		
	NCE, POSITION	OPERATOR ACTION	SMITCHES TO RADIO SELECTED	TUME IN DESIMED FREQUENCY	SEND GRID COORDINATES. LANDMARKS.	PEDIST CLEARING AND HAZARD INFORMATION TO DESTINATION	POSSIBLE FLIGHT HAZAROS, ETC.		
MISSION PHASE RETURN TO BASE	HMONICATE - CLEARAN	MODIFIER		84010		ARTY CLEADANCE	* PRT *		
WISSION PHASE	FUNCTION	TASK	84010	FREQUENCY	P051710N	REQUEST	ADV: SORY		
		VERB	1. select	2. AQUIST	3. TOANSMIT	4. TRANSHIT	5. PECEIVE		

The second secon

	COMMENTS		INITIAL ADJUSTMENT MUST BE ENDUGH TO CHANGE THE MODE OF FLIGHT FROM CRUISE "O PROPOLOW. A POSSITIAL REQUESTION IN FOWER TO INITIATE OF SERVI AND A REFINITE	AFT MOVEMENT OF CYCLIC TO TAITLARE DECELERATION				THESE SHOULD BE MINDRAUGHERIS AND DUBBING ANY APPROACH SHOULD BE KEPT TO A MINIMAN			•			
	ACCURACY REQUIRED													
	RESP		-	-	-	-	-		-	-	-	-	-	
	OPERATOR DECISION OPTIONS		AMOUNT AND DIRECTION OF MOVEMENT	AMDUNT AND DIRECTION OF MOVEMENT	AMOUNT AND DIRECTION OF MOVENENT	ANGLE OF APPROACH		AMOUNT AND DIRECTION OF CONTROL MOVEMENT	AMOUNT AND DIRECTION OF CONTROL MOVEMENT		AMDUNT AND DIRECTION OF CONTROL MOVEMENT	CONTINUE/GO AROUND	CONTINUE/GO AROUND	
	STIMULUS	MAP, COURSE LINE, TERRAIN, HEADING INDICATOR			TRIM BALL TORQUE SETTING	TERRAIN		CONTROL POSITION	CONTROL POSITION		CONTROL POSITION	SPEED, ANGLE, RATE OF DESCENT	DBSTACLES	
	FEEDBACK		TACTILE	TACTILE	TACTILE			TACTILE	TACTILE		TACTILE			
	I VANE	•	· ·					-	5		-	-	`	
APPROACH	EQUIPMENT RESP.	DETERMINES ATTITUDE OF AIRCRA-T	CHANCE TORQUE (POWER)	CHANGE PITCH ATTITUDE	TRIM, AIRCEAFT		DISPLAYS SYSTEM COMDITION	ADJUST POWER (TORQUE)	ADJUST PITCH ATTITUDE		ADJUST TRIM OF AIRCRAFT	N/A	N/A	
SEGMENT AP	ROL		UP, DOWN	FORE/AFT LEFT/RIGHT	LEFT/RIGHT			INCREASE/ DECREASE	LEFT/RIGHT FORE/AFT		LEFT, RIGHT			
	CONTROL	P.I.G.T	COLLECTIVE	כימונ	PEDAL		ENGINE, TRANS IN/NOT IN MISSION, FUEL TOLERANCE & FLIGHT	כטרונכנוגנ	כימונ		PEDALS	4/k	м/А	
	OPERATOR ACTION	MANUE VER ATRORAFT TO FOLLOW SELECTED COURSE	LOWER COLLECTIVE PITCH TO NINITIATE DESCENT	INCREASE AFT CYCLIC TO INITIATE DECELERATION	INCREASE RIGHT PEDAL TO COMPEN- SATE FOR TORGUE	ADUST ALTITUDE DURING DESCENT SO AS TO STAY ABOVE ANY OBSTACLES IN FLIGHT PATH	CROSS CHECK OF BOTH ENGINE AND FLIGHT INSTRUMENTS THROUGHOUT FLIGHT	INCREASE OR DECREASE COLLECTIVE PITCH AS REQUISED TO MAIN AIN A CUSTANT NOLE OF APPRIAGE ON SELECTED PAIN TO POINT OF INTENDED LANGING.	INCHEASE AFT CYCLIC TO OBTAIN A CONSTANT DECLERATION TO ARRIVE AFT POINT OF INTENED ANDING AT	ZERO AIRSPEED	AQUIST PEDAL POSITION IN CONJUNC- TION NITH COLLECTIVE TO MAINTAIN DESIRED HEADING AND TREM	DETERMINE IF LANDING POSSIBLE OR IF GO AROUND WILL BE NECESSARY		
PERFORM LANGING	MODIFIER	4РРЗОАСН	COLLECTIVE	כיכנוכ	ANTI-TOPQUE	08STACLE	ENGINE , FLIGHT	COLLECTIVE	cra.ic		ANTI-TORQUE			
MISSION PHASE	TASK	COURSE	CONTROL	CONTROL	PEDALS	CLEARANCE	INSTRUMENTS	CONTROL	CONTROL		PEDALS	АРРЮДАСН	TERRAIN	
	VERB	1. INTERCEPT	2. AQUIST	3. AQUUST	4. AQUIST	S. MAINTAIN	6. MONITOR	7. ADJUST	8. ADJUST		9. ADJUST	10. EVALUATE	11. EVALUATE	

	COMMENTS								
	ACCURACY	REQUIRED					Ė.		
	CRIT	<u>.</u>	-	-	-	-	-	-	
	OPERATOR	DECISION OFTIONS TOUCHDOWN POINT	INCREASE / DECREASE	108E/AFT	LEFT/RIGHT	IN TOLERANCE/NOT IN TOLERANCE			
	STIMULUS	15	CONTROL POSITION	CONTROL POSITION	CONTROL POSITION	GAUGES CHECKL IST	PITCH ATTITUDE	TERRAIN	
	KEDBACK	A OTHER	TACTILE	TACTILE	TACTILE		TACTILE		
	ASK) ·	0			0		0	
	EQUIPMENT RESP.		ADJUST TORQUE (POWER)	-DIRECTION OF PLIGHT	AQUIST AIRCRAFT TRIM	DISPLAYS, ASSOCIATED EQUIPMENT STATUS	CHANGES AIRCRAFT ATTI- C	N/A	
SUBSYSTEM	CONTROL	N/A	INCREASE/ DECREASE	LET/RIGHT FORE/AFT	LEFT/RIGHT	0 - 6600 0-50 0 - 100% 0 - 1000°		N/A	
	NOO	N/A	COLLECTIVE	כימוכ	PEDALS	JACHONETER TORQUE N N E GT	FLIGHT	N/A	
ER)	OPERATOR ACTION	OSSERVE THAT POINT AT MHICH AIRCRATF WILL LAND	INCREASE COLLECTIVE PITCH TO SLOW DESCENT AND STOP AIRCRAFT AT 3 FOOT HOVER	ADJUST CYCLIC TO CHANGE PITCH ATTITION TO THAT WHICH WILL LEVEL AIRCART TO STOP FORMAND NOTION	THOREASE LEFT PEDAL TO COPFINATE FOR HICKESSE IN TOBOUS. THEN AD- JUST PEDALS AS WCESSARY TO MAIN- TAIN CONSTART HEADING	OBSERVE INSTRUMENT IN CREEN ARC	MAINTAIN ARCAST AT 3 FOOT HOVER. CDNSTART HEADING	OSSERVE CLEADANCE OF PROPERLES	
FUNCTION TERMINATE LANDING (HOVER)		MODIFIER	COLLECTIVE	כאמונכ	AWT1-TORQUE	ENGINE & ROTOR		AREA	
FUNCTION TERMINATE LAND	TASK	OBJECT	CONTROL	CONTROL	PEDALS	INSTRUMENTS	AIRCRAFT	CLEARANCE	
		VEAB	2. AQUST	3. Abjust	4. AQUST	5. UPECK	6. STABILIZE	7. MONITOR	

	×		MUST WANTOULATE CONTROL WITH SUFFICIENT PRECISION TO ACHILVE REQUIRED ALRCHAFT ATTITUDE/DIRECTION			MIST DETECT AND EVALUATE TERREIN FEATURES THAT ARE POSSIBLE, MAZARD TO AIRCRAFT	MUST DETECT AND EVALUATE READINGS ACCURATELY TO IDENTIFY POSSIBLE ENSINE MALFUNCTIONS		•					
	ACCURACY	REGUIRED		3 F1 + -	. 5									
	CRIT	RESP	-	-	-	-	-		-	-	-			
	OPERATOR	DECISION OPTIONS	AMOUNT/DIRECTION OF CONTROL MOVENENT	AMOUNT/DIRECTION OF CONTROL MOVEMENT	AMOUNT/DIRECTION OF CONTROL MOVEMENT	DE GREE OF GROUND/AREA CLEARANCE	IN TOLEPANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION	IN TOLERANCE CONDITION			
	STIMULUS	1	CONTROL POSITION A/C ATTITUDE	CONTROL POSITION A/C ATTITUDE	CONTROL POSITION A/C ATTITUDE	TERRAIN, AIRCRAFT	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	INDICATOR DISPLAY	MONITORING		
	FEEDBACK	AY A OTHER	TACTILE	TACTILE	/ TACTILE	_	<u> </u>	·				MOVERING AND MONITORING		
	3K	ŶÌ.	• •	£0 C3		¿	٤	٠ س	٤	· ·	٤	ONE VER.		
HOVEF		EQUIPMENT RESP.	MAIN MOTOR TILTS IN DIRECTION OF APPLIED FORCE (PITCH ATTITUDE)	MAIN HOTOR BLADES TILT IN CIRECTION OF APPLIED FORCE (A TORQUE)	AFT RUTOR BLADES TILT C IN DIRECTION OF APPLIED FORCE (A/C HEADING)	N/A	DISPLAY ENGINE TEMPER- ATURE VALUES	DISPLAY ENGINE PRESSURE	DISPLAY ROTOR TORQUE VALUES	DISPLAY TRANSMISSION TEMPERATURE VALUES	DISPLAY TRANSMISSION PRESSURE VALUES	• EACH MOVEMENT OF A CONTROL IS A DISCREET TASK; HOMEVER, ARE CONTINUOUS TASKS THROUGHOUT THIS SECTION		
SUBSYSTEM	CONTROL	OPTIONS	FORE/AFT LEFT/RIGHT	UP. DOWN	1N/0UT	N/A	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	SCALE RANGE	AT OF A CONTROL TASKS THROUGHO		
	NOO	NAME	כיכנונ	COLLECTIVE	PEDALS	N/A	INDICATOR	INDICATOR	INDICATOR	INDICATOR	INDICATOR	* EACH MOVEME ARE CONTINUOUS		
		OPERATOR ACTION	POSITION CYCLE AS REQUIRED TO HOVER/TAXI TO LANDING AREA	POSITION COLLECTIVE TO MAINTAIN 3 FOOT HOVER	MAINTAIN AIRCRAFT HEADING	OBSERVE TERRAIN TO MAINTAIN AIRCRAFT CLEARANCE	VERIEV ENGINE TEMPERATURE IN TOLERANCE	VERIEW ENGINE PRESSURE IN TOLERANCE	VERTEY ENGINE ROTOR TORQUE IN TOLERANCE	VERIFY TRANSMISSION TEMPERATURE IN TOLERANCE	VERIEF TRANSMISSION PRESSURE IN TOLE MANGE			
TERMINATION HOVER/TAXI		MODIFIER	כאפרוכ	COLLECTIVE	ANTI-TORQUE	AIRCRAFT	ENGINE	ENGINE	ROTOR	TRANSMISSION	TRANSMISSION			
MISSION PHASE	TASK	OBJECT	CONTROL	CON7.80L	PEDALS	CL EASANCE	TEMPERATURE	PRESSURE	TORQUE	TEMPERATURE	PRESSURE			
		VERB	1. ADJUST	2. AQUIST	3. Abjust	4. MNITOR	S. HONITOR	6. MONITOR	7. HON:TOR	8. MNI 10R	9. MN:TOR			

			COMMENTS	MUST ACTUATE CONTROL CORRECTLY TO ACHIEVE DESIRED SYSTEM RESPONSE						MISTA DETECT, 105VITY AND EVALUATE DISPLAY INCOMMITTON CORPECTOR TO MENTALY SAFE SHENCESTED PROPARTION	MUST EVALUATE OPERATION IN TERMS OF ALREMAT SAFETY CORRECTLY	MIST ACTUATE CONTROL CORRECTLY TO ACHIEVE DESIRED SYSTEM RESPONSE	MIST ACTUATE CONTROL CORRECTLY TO ACHIEVE DESIRED SYSTEM RESPONSE	MOST ACTIVITE CONTROL CONSCILLY TO ACMERE COSSIRED SYSTEM RESPONSE		
		ACCIDENCY	REQUIRED													
		2000	8	-	-	-	-			-	-	-	-	-		
		COFFRATOR	DECISION OPTIONS	FORCE TRIM ON/OFF	THROTTLE POSITION	CANOPY POSITION	CONTROL POSITION			IN TOLERANCE READINGS	SAFE/UNSAFE OPERATION	CONTROL POSITION	CANDRY POSITION	CONTROL POSITION		
		STIMULUS	INPUT	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CMECKLIST CONTHOL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKL 1ST INSTRUMENT DISPLAYS	FUELING OPERATION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	TACTILE CHECKLIST CONTROL FOSITION		
		DBACK	A V A OTHER	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE			TACTILE	TACTILE	TACTILE		
5		334	4 >		~	,		`	6	· ·	\ 0			0	-	
-TASK ANALYSIS	HOVER		EQUIPMENT REST	ACTIVATES FORCE GRADIENTS	INCREASE/DE CREASE ENGINE D AND ROTOR RPM	OPEN DOOR	PLICH ATTITUDE OF AIRCRAFT, TRIM	PITCH ATTITUDE OF AIRCRAFT, TRIM	PITCH ATTITUDE OF AIRCRAFT, TRIM	DISPLAYS CONDITION OF RELATED SYSTEM		INCREASE/DECREASE EN- GINE & ROTOR RPM	OPEN D00R			
	SUBSYSTEM	CONTROL	OPTIONS	OFF/ON	02EN, FLIGHT	095N/CL05ED	FORE/AFT, LEFT/RIGHT	LEFT/RIGHT	NHOO/dn	SCALE RANGE		OPEN, FLIGHT JOLE, CLOSED	OPEN/CLOSED			
		CON	NAME	SWITCH	THR0771.E	DOOR LATCH	כאמווכ	PEDALS	COLLECTIVE	EVGINE TRANSMISSION	N/A	*HROTTLE	DOCR LATCH	FL TGHT CONTROLS		
			OPENATOR ACTION	SMITCH FOR TRIM TO "ON" POSITION	REDUCE THROTTLE TO FLIGHT IDLE	INSUSE CANGRY DOINS OPEN AND SECURE	GENTER CYCLIC	CENTER PEDALS	טאפע דעננ סטאא טאפע דעננ סטאא	OBSERVE GAUGES	OBSERVE ACTIONS AND INSURE SAFE	INCREASE THROTTLE TO FULL ROM	LUCKED	SLOT VARI ATREMATTO PARKING		
101111111111111111111111111111111111111	HOT REFUEL		MODIFIER	FORCE TRIM		COCKPIT				ENSINE, TRANS-	REFUELING		CANCOY			
	FUNCTION HOT	TASK	OSUECT	-011M2	THROTTLE	CANOPY	כימונ	PEDALS	מרונכד: ve	INSTRUMENTS	PROCESS	THROTTLE	300R	AIRCAATT		
			VERB	1. ACTIVATE	2. ACTIVATE	3. OPEN	4. AQUIST	5. AQUST	6. ADUST	7CNT-0R	8. YON! TOR	9. ACTIVATE	:0. CLOSE	11, REPOSITION AIRCRAFT		

		COMMENTS	MIST ACTUATE CONTROL CORRECTLY TO ACHIEVE DESIRED SYSTEM RESPONSE		1	,			•		MUST DETECT AND INTERPRET DISPLAY READINGS CORPECTLY TO JOSTIFY SYSTEM	REACTION AND/OR MA. FUNCTION	MIST ACTUATE CONTROL CORRECTLY TO ACHIEVE DESIRED SYSTEM PESPONSE					MUST DETECT AND INTERPRET DISPLAY READINGS COPRECTLY TO IDENTIFY SYSTEM DETECTION AND ONE OF STATEM		
		REGUIRED																		
		AE SE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		OPERATOR DECISION OPTIONS	UP. 20MP	0FF/ON	FORE/AFT LEFT/RIGHT	LEFT, RIGHT	ON/0FF	INCREASE/DECREASE/	OPEN, CLOSED, IDLE	ON, OFF	IN TOLERANCE READINGS	N/A	ON/OFF	ON/OFF	OPEN/CLOSED/IDLE	ON/OFF	ON/OFF/STANDBY	IN TOLERANCE READINGS		
		INPUT	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION	AUDIO SOUND CHECKLIST IMSTR DISPLAY		CHECKLIST CONTROL POSITION	CONTROL POSITION		CHECKLIST CONTROL POSITION	CHECKLIST CONTROL POSITION		CHECKLIST INSTRUMENT DIS- PLAY	
	20000	A A OTHER	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE			TACTILE	TACTILE	TACTILE	TACTILE	TACTILE	TACTILE		
	1	\ \ \ \	5	•	0	`	-	0		0		-2	,		-	~	-	->	0	
POST FLIGHT		EQUIPMENT RESP.	TORCIE ADJISTMENT	ACTIVATES FORCE TRIM	ADJUST PITCH ATTITUDE	TR!*	ACTIVATES SYSTEMS	INCREASE/DECREASE RPM	CHANGE ENGINE, ROTOR RPM	ACTIVATES LOW RPM PADIO	DISPLAYS CONDITION		ACTIVATES SYSTEMS	ACTIVATES SYSTEMS	ACTIVATES SYSTEMS	ACTIVATES SYSTEMS	ACTI VATES SYSTEMS	ACTIVATES SYSTEMS	DISPLAYS SYSTEM CONDITION	*
SUBSYSTEM	CONTROL	OPTIONS	UP. DOWN	ON. OFF	FORE 'AFT	LEFT, RIGHT	ON. OFF	INCRE ASE /	OPEN, CLOSED, ENGINE IDLE	ON, OFF	SCALE		04. OFF	ON. OFF	OPEN. CLOSED.	ON. 0FF	OK. 0FF	ON, OFF	SCALES	
	200	NAME	COLLECTIVE	FORCE TRIM	CYCLIC	PEDALS	scas	GOVERNOR	THROTTLE	SWITCH	GAUGES	4/A	SWITCH	BUTTON	THROTTLE	SWITCH	SWITCH	SWITCH	GAUGES	
		OPERATOR ACTION	PLACE COLLECTIVE IN THE FULL "DOWN" POSITION	SELECT FORCE TRIM TO "ON" POSITION	CENTER CONTROLS TO NEUTRAL	CENTER CONTROLS TO NEUTRAL	SELLECT "OFF" POSITION	DECREASE GOVERNOR SWITCH TO	REDUCE THROTTLE TO "ENGINE TOLE"	SELECT "OFF" POSITION	OBSERVE INDICATIONS ON INSTRUMENTS	ALLOW ENGINE IDLE FOR TWO MINUTES	PADIOS, NAV AIDS, SELECT "OFF" POSITION FOR NON- LIGHTS ESSENTIAL EQUIPMENT	FLIGHT IDLE STOP DEPERSS FLIGHT IDLE RELEASE BUTTON AND CLOSE THROTTLE		SELECT "OFF" POSITION FOR FUEL SWITCH	SELECT "OFF" POSITION	SELECT "OFF" POSITION	OBSERVE GAUGES FOR NORMAL COASTOOMN	
AIRCRAFT SHUTDOWN		MODIFIER	COLLECTIVE	FORCE TRIM			scas	жы	ENGINE	LOW RPM AUDIO	ENGINE, TRANSMISSION	ENGINE	RADIOS, NAV AIDS.	FLIGHT IDLE STOP		FUEL	INVERTERS	GENERATOR	ENGINE. TRANSMISSION	
MISSION PHASE	784.	OBJECT	TENER	SELEC	מעדונ	PEDALS	SMITCH	GOVERNOR	THROTTLE	SWITCH	INSTRUMENTS	C001. 00MN	SMITCHES	SWITCH	THROTTLE	Swifton	SWITCH	SMITCH	caudes	
		VER8	1. REDUCE	2. ACTIVATE	3. ADJUST	4. AQUIST	S. ACTIVATE	6. ACTIVATE	7. ACTIVATE	8. ACTIVATE	9. СИЕСК	10. AL: 04	11. ACTIVATE	12. ACTIVATE	13. ACTIVATE	14. ACTIVATE	15. ACTIVATE	16. ACTIVATE	17. MONITOR	

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		COMMENTS	MST IDENTIFY CONFIDE POSITIONS CORRECTLY TO ACHIEVE DESIRED SYSTEM RESPONSE	MIST DETECT AND ENKLISHE ATREAST CONDITION ACCURATELY TO DETERMINE ILIGHT STATIS	MUST DETECT AND EVALUATE ATREAST CONDITION ACCIONATELY TO DETERMINE R.1047 STATUS	MAST DETECT AND ENGLASTE AIRCRAFT CODDITION ACCURATELY TO DETERMINE FLOWT STATUS	MAT DETECT AND EVALUATE ATREAST CONDITION ACCOUNTER TO DETENTIVE FLEGHT STATUS	MOST RECORD BETALLED, ACCURATE DESCRIPTION OF ALPEGART CONDITION	
		ACCURACY REQUIRED							
		CRIT	e	m	6	e e	-	•	
		DECISION OPTIONS	ON/OFF	CONDITION IN TOLERANCE	CONDITION IN TOLERANCE	הנטוס הער, נסר	CONDITION IN TOLERANCE	PECORD CONTENT	
		STIMULUS	TACTILE CHECKLIST CONTROL POSITION	CHECKLIST	CHECKLIST COMPONENT CON- DITION	CHECKLIST COMPONENT CON- DITION	¥000000		
		FEEDBACK	TACTILE		TACTILE	TACTILE	TACTILE		
		3471 >				`	,		
-TASK ANALYSIS-		EQUIPMENT RESP.	SECURE ELECTRICAL SYSTEM D .	N/A	N/A	N/A	N/A		
SEGMENT	SUBSYSTEM	TROL	ON/OFF	N/A	N/A	N/A	N/A		
		CONTROL	SWITCHES	AIRCRAFT	BLADE GEAR BOXES DRIVE SHAFT	TRANSMISSION N/A	T00800x		
	ר, ומאד כאַנכּא	OPERATOR ACTION	LUMER ALL ELECTRICAL SALTONES IN THE TOFFIND PROSTICION	INSPECT FUSELAGE FOR ANY EXTERIOR DAMAGE	IMSPECT ROIDS SYSTEMS FOR UNISSUE STONS OF WEAR, OIL LEAKS, ETC.	IMPECT SEALS, LINES, FLUID LEVELS, ETC.	INSPECT SEALS, LINES, PLUID LEVELS, ETC.	ENTER CONDITION OF AIRCRAFT AND SYSTEM IN LOGBOOK	
20.15%	PERFORM ATRORAFT POST PLIGHT CHECK	NODIFIER	ELECTRICAL	AIRCRAFT	AOTOR			LOGBOOK	
MOST RAMM MOISON	FUNCTION PERF	TASK	SWITCHES	FUSELAGE	SYSTEMS	ENGINE	TRANSMISSION	ENTRY	
		VERB -		2. OHECK	3. OFCK	4. OFCK	5. CHECK	6. COMPLETE	

A Complete Service Ser

	_	_								
		COMMENTS	MOST CLEARY AND ACCUARTLY DESCRIBE. REQUIRED INFORMATION	ENEM POSITION, NUMBER, ACTIVITY	TERRIN: VECETATION, ROADS, PLIONT WAZERS, LWATTG, ZONES CORRENT WATHER					
	ACCURACY	REQUIRED			ACCURATE TO MERREST & DIGIT COORDINATE					
	100	RESP	m	e '	m					
			ENTRY CONTENT	VERBAL CONTENT	м/А					
		- 1	AFTER-ACTION FORM	DE BRI E FING	344					
	EEDBACK	A OTHER			TACTILE					
	N.	> 1		0	0					
POST FLIGHT		- 1		N/A	DISPLAYS SITUATION					
SEGMENT	ROL	OPTIONS	W/A	и/А	н/А					
	CON	NAME	A/k	N/A						
RT (DEBRIEF)		OPERATOR ACTION	WRITE IN ENTRIES ON AFTER-ACTION SHEET AS APPLICABLE	ERVAIN PROTINENT INTORNATION TO DANS OFFICER, INTELLIGENCE OFFICER	PLOT ON INTELLIGENCE WAP INFOR- MATION ESSENTIAL TO TACTICAL OPERATIONS					
AFTER-ACTION REPO		MODIFIER	AFTER-ACTION							
MISSION PHASE	TASK	OBJECT	FORM	INFORMATION	0474					
		VERB	COMPLETE	RELATE	101					
		SECONT (CERTE) SUBSYSTEM NOT FLIGHT SECONTROL CONTROL NOT FEEDBACK STEMINS ASSESSED	MISSION PHASE TEMPLATION REPORT (KERIEF) FUNCTION FILE AFTER-ACTION REPORT (KERIEF) TASK CONTROL OBERTOR ACTION NAME OPTIONS	FUNCTION. TIGATES ACCURATOR TO PRACE TENENTIAL STRUCTURE OF STRUCTURE	FUNCTION. TILE ATTELLATION REPORT (CAGNIET) SHOWN PHASE TERMINUS SECURACY TASK OPERATOR CONTROL CONT	NA NA NA NA NA NA NA NA	Particle Particle	Task Worker Wor	1 1 1 1 1 1 1 1 1 1	Vac Vac

AVAILABLE CUES VISUAL AUDITORY/OLE ACTORY TACTILE PROPRIOCEPTIVE KIN TERRAIN FEATURES NONE THOSE ON MAP. ETA HAS PASSED. DIRECTION OF FLIGHT DIFFERIN FROM THAT PLOTTED.	RECOVER FROM SPATIAL DISORIENTATION				
NONE MONE NONE	AVAILABLE CUES	DECISION OPTIONS	COMMENTS	RESP	RESPONSES
MONE				PERCEPTUAL	MOTOR
DIFFERING FLIGHT PUTTED. PUTTED.		(1) STOP, REORIENT, CONTINUE.	THE PARTICULAR SITUATION WILL DICTATE WHICH OF THESE OPTIONS WILL BE BEST AND EASIEST.	SELECT OPTION #1	PERFORM HOVER OR LANDING. VISUALLY OBSERVE AND IDENTIFY TERRAIN FEATURES.
				CORRELATE OBSERVED TERRAIN FEATURES WITH THOSE ON MAP.	
				DETERMINE LOCATION OF AIRCRAFT	PERFORM INTERSECTION, IDENTIFY AREA BENEATH AND AROUND AIRCRAFT
				SELECT FLIGHT ROUTE TO NEXT CHECKPOINT.	PLOT CHECKPOINT AND ROUTE (COURSE) ON MAP. MANEUVER AIRCRAFT ON SELECTED ROUTE.
				VERIFY ARRIVAL AT DESIRED CHECKPOINT.	CONTINUE ON ROUTE.
		(2) TURN AROUND AND RETURN TO LAST KNOWN LOCATION.		SELECT OPTION #2	EXECUTE TURN AND MANEUVER AIRCRAFT BACK ON PATH PREVIOUSLY FLOWN.
					VISUALLY OBSERVE AND IDENTIFY TERRAIN FEATURES
				CORRELATE FEATURES WITH THOSE ON MAP	ARRIVE AT LAST KNOWN CHECKPOINT OR FAMILIAR TERRAIN FEATURE.
				DETERMINE AIRCRAFT LOCATION.	OBSERVE ORIGINAL FLIGHT ROUTE AND MANEUVER AIRCRAFT ON DESIRED ROUTE.
		(3) CONTINUE, AND REORIENT.		SELECT OPTION #3	MANEUVER AIRCRAFT. VISJALLY OBSERVE AND IDENTIFY TERRAIN.
				CORRELATE OBSERVED FEATURES WITH THOSE ON MAP.	IDENTIFY ROUTE OF FLIGHT OF AIRCRAFT.
				DETERMINE LOCATION OF AIRCRAFT.	IDENTIFY LOCATION OF AIRCRAFT.
		,		SELECT ROUTE TO ORIGINALLY DESIRED CHECKPOINT.	PLOT ROUTE TO CHECKPOINT. MANEUVER AIRCRAFT ON NEW ROUTE.
				DETERMINE ARRIVAL AT CONTINJE ON ROUTE. ORIGINALLY DESIRED CHECKPOINT.	CONTINUE ON ROUTE.

VISUALLY OBSERVE AND IDENTIFY TERRAIN FEATURES

OBSERVE ORIGINAL FLIGHT ROUTE AND MANEUVER AIRCRAFT ON DESIRED ROUTE.

PLOT CHECKPOINT AND ROUTE (COURSE) ON MAP. MANEUVER AIRCRAFT ON SELECTED ROUTE.

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RESPONSES	MOTOR	LOWER COLLECTIVE PITCH. INCREASE RIGHT REDAL. ADJUST OR MAINTAIN BECALL. ADDUST OR MAINTAIN BECALL LANDING AREA AND TOUCHDOWN POINT. OBSERVE RATE OF CLOSSURE AND RATE OF DESCENT. ADJUST OR MAINTAIN PITCH ATTITUDE (FLRE). INCREASE COLLECTIVE PITCH ATTITUDE (FLRE). ADJUST OR MAINTAIN PITCH ATTITUDE (FREE). ADJUST OR WAINTAIN PITCH ATTITUDE (FREE). ADJUST OR LECTIVE PITCH TO SLOW RATE PITCH ATTITUDE (FREE). ADJUST OR LECTIVE PITCH TO CUSHION TOUCHDOWN. ADJUST FEDELS TO HEADING.
RESP	PERCEPTUAL	F S. S. C &
COMMENTS		THE PILOT MUST LEARN TO DISTINGUISH RECOGNIZE ENGINE THE CUES WHICH MILL LEAD TO CORRECT FAILURE. DIAGNOSIS. INCORRECT DIAGNOSIS AND DETERMINE AIRCRAR ATTITUDE DESIRED DETERMINE TOUCHOO POINT. DETERMINE TOUCHOO POINT. EVALUATE TOUCHOO CRITERIA. CRITERIA.
DECISION OPTIONS		AND PERFORM AUTOROIATION.
	KINESTHETIC	LET AIRCRAFT VANS LET AIRCRAFT DESCENT AIRCRAFT DESCENT S ENGINE VIBRATION DECREASE
ILE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	7 SLOPPY CONTROL RESPONSE
AVAILABLE CUES	AUDITORY/OLFACTORY	S ENGINE NOISE DECREASE 6 ROTOR NOISE DECREASE
COM I INGENCI .	VISUAL	RPP LIGHT ON ROTOR RPM LOW ROTOR RPM LOW WIN ROTOR RPM LOW INCREASE LOW EGT HIGH/LOW

RESPONSES	MOTOR	PERFORM AUTOROTATION	ADJUST THROTTLE TO ENSINE IDLE. IN-CREASE COLLECTIVE PITCH. OBSERVE ROTOR RPM DECREASE.	PERFORM AUTOROTATION					
	PERCEPTUAL	RECOGNIZE SHORT SHAFT FAILURE	DIAGNOSE AS HIGH SIDE GOVERNOR FAILURE	RECOGNIZE SHORT SHAFT FAILURE					
COMMENTS		THE CUES AVAILABLE FOR (1) AND (2) ARE VERY SIMILAR, THE DIFFERENCES BEING:	VISUAL ROTOR RPM TORQUE AUDITORY LOM RPM AUDIO ON ROTOR NOISE DECREASE TACTILE INDUT KINESTHETIC YAW LEFT						
DECISION OPTIONS		(1) SHORT SHAFT FAILURE	(2) HIGH SIDE GOVERNOR FAILURE						1

		KINESTHETIC	6 AIRCRAFT YANS 10 AIRCRAFT DESCENT
	AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	9. SLOPPY CONTROL
SHORT SHAFT FAILURE	AVAILAB	AUDITORY/OLFACTORY	1 ENGINE NOISE 1 INCREASE 8 ROTOR NOISE DECREASE
CONTINGENCY:		VISUAL	4 RPM LIGHT ON 2 ENGINE RPM HIGH 3 ROTOR RPM LOW 7 TORQUE LOW 7 EGT HIGH 7 EGT HIGH

мотоя	INCREASE COLLECTIVE PITCH TO RETAGN RPW BUILDUY ROUND STAIN ROUND TRROTTLE TO GAIN WANUAL CONTROL OF RPM. ADUST OLLECTIVE AS REQUIRED TO REMINARIA DESTRED SETTINGS. BETINGS. BETINGS. DOSERVE DUAL TACH FOR RPM. DO DESTRED LOCATION. ROUNDST FLIGHT CONTROLS TO MAIN'AI'N SELECTED ATTITUDE.
PERCEPTUAL	RECOGNIZE HIGH SIDE OVERNOR FAILURE. ROAD ADDESTRUCTOROUE ASSELECT TOROUE ASSELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. AND ADDESTRUCTOROUE ASSELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. ADDESTRUCTOROUTE. SELECT FLIGHT ROUTE. SELECT FLIGHT ROUTE. ADDESTRUCTOROUTE. SELECT FLIGHT ROUTE. ADDESTRUCTOROUTE. SELECT FLIGHT ROUTE. ADDESTRUCTOROUTE. SELECT FLIGHT ROUTE. ADDESTRUCTOROUTE. AD
	THE CUES AVAILABLE FOR (1) AND (2) ARE VERY SIMILAR. THE DIFFERENCE BEING: VISUALROTOR RPM TORQUE AUDITORYLOM RPM AUDIO OFF ROTOR NOISE INCREASE NO TACTILE INPUT KINESTHETICYAW RIGHT
	(1) HIGH SIDE GOVERNOR FAILURE (2) SHORT SHAFT FAILURE
KINESTHETIC	5 AIRCRAFT VIBRA- 110N INGREASE 5 AIRCRAFT YAW RIGHT
ACTILE/PROPRIOCEPTIVE	NOME 6
AUDITORY/OLFACTORY T	INCREASE INCREASE INCREASE
	PERCEPTUAL

CONTINGENCY: HIGH SIDE GOVERNOR FAILURE

ENGINE RPM HISH 2 ROTOR RPM HIGH N, RPM HIGH TORQUE HIGH

EGT HIGH

RPM LIGHT ON VISUAL

NSES	MOTOR	DUGEN TO MAINTAIN REPORTS THE TO MAINTAIN ROTOR REPORTS THEOTE TO GAIN MANUAL CONTROL OF REPORTS THEOTE TO GENERAL STAND OF REPORTS THEOTER SATTCH FOUR POSITION. INCREASE THROTTLE AND OBSIDE THROTTLE AND COLLECTIVE TO PRESENCY POSITION. INCREASE THROTTLE TO PRESENCY POSITION. SATE LANDING ZONE PERFORM LANDING PERFORM LANDING
RESPONSES	PERCEPTUAL	SELECT PITCH ATTITUDE FOR MINIMUM RATE OF DESCENT. FLIGHT OPERATIONS. DIAGNOSIS AS ENGINE FAILURE. DIAGNOSIS SELECT LANDING ZONE
COMMENTS		(3) ARE VERY SIMILAR. IN A LOND OLD STATEMENT OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF PERMIT AND ANALYSIS TO DETERMINE BETWEEN THE TYPE OF FAILURE.
DECISION OPTIONS		(2) ENGINE FAILURE (3) INLET GUIDE VANES CLOSED
	KINESTHETIC	A AIRCRAFT DESCENT
LE CUES	FACTILE/PROPRIOCEPTIVE	A RESPONSE CONTROL OF THE PROPERTY OF THE PROP
CSATINGENCY: LOW STDE GOVERNOR FAILURE AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	3 ENGINE NOISE
CONTINGENCY:	VISUAL	2 ENGINE RPM LOW 2 ROTOR RPM LOW 4 N ₁ RPM NORMAL 4 TORQUE 4 EGT

	RESPONSES	MOTOR	ADJUST COLLECTIVE TO MAIN ANY APPR. SERACH APER, FOR SAFE LANDING ZONE. PERFORM LANDING.
	RESP	PERCEPTUAL	DIAGNOSE FAILURE SELECT LANDING ZONE.
	COMMENTS		TORQUE AND N, SHOULD BE THE KEY CUES IN DETECTING THIS TYPE OF FAILURE.
	DECISION OPTIONS		(1) INLET GUIDE VANES CLOSED. (2) LOW SIDE GOVERNOR FAILURE. (3) EMGINE FAILURE.
		KINESTHETIC	3 AIRCRAFT DESCENT
SED	AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	
CONTINGENCY: INLET GUIDES VANE CLOSED	AVAILAE	AUDITORY/OLFACTORY	
CONTINGENCY:		VISUAL	2 10800E WETER 25 551 MAX HOW IN RPW LOW IN SOTOR RPW LOW IN ENGINE RPW LOW Z N NORMAL 2 EGT HIGH

	,	·		
ONSES	мотов	REDUCE THROTLE TO ENSINE IDE. ACUSTOR OR MAINTAIN PITCH ATTITUDE. ADUST COLLECTIVE PITCH ON MINAIN BOTOR RRW. ODSERVE RATE OF CLOSERY AND RATE OF CLOSERY OF CANDUST COLLECTIVE ADUST COLLECTIVE AND THROTLE TO CALCULATION ALTITUDE AND HEADTHE TO	ADJUST CYCLIC TO "AMEUVER ATRCAFT TO LAVOING ZONE. ADJUST THROTTLE AND COLLECTIVE TO	ACCOMPLISH LANDING. OSSERVE TORQUE SETTING. GOSERVE ADJUST COLLECTIVE PITCH AND CYCLIC TO LESTRED SETTINGS. OFSIRED SETTINGS. PERFORM LANDING [SEE (18).]
RESP	PERCEPTUAL	(1A) RECOGNIZE TAIL ROTOR ATLUNE DITERMINE PITCH ATTITUDE REPUBLICA IN SOUN IN SOUCH	DETERMINE TORQUE SETTING AND RPM REQUIRED TO MALITIAIN HEAD- ING CONTROL. SELECT TOUCH- DAWN POINT.	(2) RECOGNIZE TAIL ROTOR FAILURE. DETERMINE TOROUSE SETTIND REQUISE SETTIND REQUISE SETTIND ROSANATED CONDITION. SELECT FLIGHT ROUTE.
COMMENTS		(1A) COMPLETE LOSS OF TAIL ROTOR THRUST (HOVER AND IN FLIGHT) LOSS OF TAIL ROTOR COMPONENTS (HOVER AND IN FLIGHT) LOSS OF TAIL ROTOR PITCH CONTROL (HOVER) CONTROL (HOVER)		(2) LOSS OF TAIL ROTOR PITCH CONTROL (IN ELIGHT) A) PEDALS JAWNED B) PEDALS FREE MOVING
DECISION OPTIONS		(1) LAND IMMEDIATELY A) PERFORM AUTOROTATION B) PERFORM POWER ON APPROACH		(2) RETURN TO BASE PERFORM POWER ON APPROACH
	KINESTHETIC	2 AIRCRAFT YAW 2 AIRCRAFT 2 AIRCRAFT ROLL 2 AIRCRAFT PITCH ATTITUDE ATTITUDE		
SLE CUES	TACT!LE/PROPRIOCEPTIVE	1 PEDALS JANMED 1 PEDALS FREE MOVING		
AVAILAE	AUDITORY/OLFACTORY	1 POSSIBLE NOISE FROM FAILURE		
	VISUAL	3 AIRCRAFT HEADING 4 ABOVE 30 KTS) 4 NOSE LOW AITITIDE		
		AVAILABLE CUES AUDITORY OLFACTORY TACTILE/PROPRIOCEPTIVE KINESTHETIC AUDITORY OLFACTORY TACTILE/PROPRIOCEPTIVE KINESTHETIC RESPONSES	VISUAL AUDITORNOLFACTORY TACTILE/PROPRINCE FINE AIRCRAFT HEADING PROSSIBLE NUTSE PEDALS JAWWED 2 AIRCRAFT YAW 1 PEDALS JAWWED 2 AIRCRAFT YAW 1 PEDALS SEEE 2 AIRCRAFT YAW 2 AIRCRAFT	VASUAL AUGUSTON CACTURE PEDALS JAMPED 1

4 CT COMMUNICATION COMMU	CONTINGENCY:	CONTINGENCY: COMPRESSOR STALL/POWER SURGE	R SURGE					
1 1 1 1 1 1 1 1 1 1		AVAILAB	ILE CUES		DECISION OPTIONS	COMMENTS	RESPO	INSES
1 100 200	VISUAL	AUDITORY/OLFACTORY	TACTILE/PROPRIOCEPTIVE	KINESTHETIC			PERCEPTUAL	MOTOR
13.15 IN 15 ENGINE 20. PERFORM ADDROTATION 13.15 IN 15 ENGINE 13.15 IN 15 ENGINE 13.15 IN 15 ENGINE 13.15 IN 15 ENGINE 13.15 ENGIN 13.	4 EST HIGH 3 TORQUE FLUCTUA- TION 4 N ₁ FLUCTUATION		NONE		LAND IMMEDIATELY	IN THE EVENT OF A POWER SURGE OR COMPRESSOR STALL THE BEST PROBABLE PROPION IS TO LAMO AS SOON AS PRACTICAL, AT THE NEREST SAFE LANDING AREA. THIS DECISION WILL HAVE TO BE ASSED ON THE SEVERITY OF THE STALL (SUPCE)		
B) PERFORN POWER ON APPROACH SELECT OPTION (18) SELECT A SAFE LAND- HIG AREA AND HIG AND HATH HECOGNIZE COM- PERFORM POWER ON APPROACH RETURN TO BASE SELECT OPTION (18) SELECT OPTION (2)	3 POSSIBLE FLUCTUA TION IN ENGINE RPM	1			PERFORM AUTOROTATION	1A) ENTERING AUTOMOTATION IS PROBABLY THE WORST OPTION AND SHOULD BE USED ONLY AS A LAST RESORT		
SELECT OPTION (18) SELECT A SAFE LAND- ING AREA AND RECOGNIZE COMPRESSOR STALL SELECT OPTION (18) SELECT OPTION (18) SELECT OPTION (2) PERFORM POWER ON APPROACH RECOGNIZE COM- PERFORM POWER STALL OR POWER SURGE SELECT OPTION (2) DETERMINE ATTITUDE DETERMINE ATTITUDE SELECT FLIGHT ROUTE							VIZE POWER	MONITOR ENGINE IN- STRUMENTS
SELECT A SAFE LAND- ING AREA AND APPROACH PATH RETURN TO BASE SELECT OPTION (18) SELECT OPTION (2) PERSOR STALL OR POWER SURGE SELECT OPTION (2) DETERMINE ATTITUDE								ADJUST COLLECTIVE AND THROTTLE TO GAIN MANUAL CONTROL OF RPM
RETURN TO BASE RETURN TO BASE RECOGNIZE COMPRESSOR SELECT OPTION (1B) SELECT OPTION (1B) SELECT OPTION (1B) SELECT OPTION (2B) RECOGNIZE COMPRESSOR SELECT OPTION (2C) DETERMINE ATTITUDE DETERMINE ATTITUDE DETERMINE ATTITUDE SELECT FLIGHT ROUTE								ADJUST FLIGHT CON- TROL SO AS TO WA- NEUVER AIRCRAFT ON APPROACH PATH AND LANDING
SELECT OPTION (1B) SELECT A SAFE LAND- ING ARE AND APPROACH PATH RECOGNIZE COM- PRESSOR STALL OR POWER SURGE SELECT OPTION (2) DETERMINE ATTITUDE DETERMINE ATTITUDE SELECT FLIGHT ROUTE							RECOGNIZE COMPRESSOR STALL	REDUCE POWER SET- TING IF POSSIBLE
RETURN TO BASE REFORM POWER ON APPROACH PERFORM POWER ON APPROACH RESSOR STAL OR PERFORM SURGE SELECT OPTION (2) DETERMINE ATTITUDE DETERMINE ATTITUDE SELECT FLIGHT ROUTE								MONITOR ENGINE IN- STRUMENTS
RECOGNIZE COM- PERFORM POWER ON APPROACH PERFORM FALL OR POWER SURGE SELECT OPTION (2) DETERMINE ATTITUDE DETERMINE ATTITUDE DETERMINE ATTITUDE SELECT FLIGHT ROUTE								ADJUST FLIGHT CON- TROLS AND PERFORM LANDING
							RECOGNIZE COM- PRESSOR STALL OR POWER SURGE	
								ADJUST FLIGHT CON- TROLS TO MAINTAIN SELECTED ALTITUDE, ATTITUDE, AIRSPEED
DETERMINE AIRSPEED SELECT FLIGHT ROUTE							DETERMINE ATTITUDE	MONITOR ENGINE INSTRUMENTS
SELECT FLIGHT ROUTE							DETERMINE AIRSPEED	
							SELECT FLIGHT ROUTE	

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	RESPONSES	мотов	SEARCH AREA FOR NEARST SAFE LAND- ING ZONE MONITOR INSTRUMENTS PERFORM LANDING
		PERCEPTUAL	RECOGNIZE AIRCRAFT FIRE SELECT LANDING ZONE AND APPROACH PATH
	COMMENTS		
	DECISION OPTIONS		LAND IMMEDIATELY
	AVAILABLE CUES	KINESTHETIC	NONE
		AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NONE
AIRCRAFT FIRE		AUDITORY/OLFACTORY	HEAD 1 SYELL SYDKE 1 SYELL BURNING CONFONENT 7 RADIO WARNING FROM OTHER AIRCRAFT
CONTINGENCY:		VISUAL	1 SHOKE 1 FLAMES CAN BE HEAD 1 FLAMES 1 FLAMES 2 I SWELL SWOKE 2 LIGHT (UH-1 ONLY) SWELL BUBWING 2 CONFONENT 1 RADIO WARNING FROM OTHER A IRCRAFT

	ONSES	MOTOR	OPEN WINDOWS, DOORS AND VENTS ADJUST FLIGHT CON- TROLS OF MINAIN SELECTED A MSPEED AND SIDESLIP PERFORM LANDING
	RESPONSES	PERCEPTUAL	RECOGNIZE HAZARD DUE TO SMOKE/FUMES SELECT APPROPRIATE AIRSPEED SELECT LANDING ZONE
	COMMENTS		IF SMOKE 1S HINDERING VISIBILITY, THE ELIMINATION OF SMOKE BECOMES, FIRST PRIORITY
	DECISION OPTIONS		LAND IMMEDIATELY
		KINESTHETIC	NONE
OR FUMES	AVAILABLE CUES	AUDITCRY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NONE
COCKPIT SMOKE, FIRE OR FUMES	AVAILAB	AUDITORY/OLFACTORY	1 SMELL SYDKE COMPONENTS COMPONENTS 1 SMELL FUMES 1 FLAMES CAN BE HEANG CAN BE HEANG CAN BE HEAND
CONTINGENCY:		VISUAL	SPARK SPARK

-	-	-				_				
	RESPONSES	MOTOR	ADJUST FLIGHT CONTROLS TO MAINTAIN POSITIVE CONTROL OF AIRCRAFT	SEARCH AREA FOR SAFE LANDING ZONE	CHECK INSTRUMENTS	PERFORM LANDING			MANEUVER AIRCRAFT PERFORM LANDING	
	RESP	PERCEPTUAL	DETERMINE SEVERE VIBRATION	SELECT OPTION (1)	SELECT LANDING ZONE		DETERMINE MINOR STRIKE	SELECT OPTION (2)	SELECT AIRSPEED, ALTITUDE, FLIGHT ROUTE	
	COMMENTS		DECISION WILL BE BASED ON SEVERITY OF AIRCRAFT VIBRATION							
	DECISION OPTIONS		(1) LAND IMMEDIATELY				(2) RETURN TO BASE			
		KINESTHETIC	2 AIRCRAFT VIBRATION 2 AIRCRAFT BUMP							
	AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	1 KICK BACK IN FLIGHT CONTROL							
	AVAILAE	AUDITORY/OLFACTORY	3 HEAR IMPACT							
CONTINGENCY: BLADE STRIKE		VISUAL	3 SEE BLADE HIT OBSTACLE							

(1) LAND IMMEDIATELY SELECT FR (2) RETURN TO BASE	THE PILOT WILL HAVE TO JUDGE THE SEVERITY OF THE MALENGTION AND SELECT FROM OPTIONS AVAILABLE	DETERMINE MALFUNC- TION OF FLIGHT CONTROLS EVALUATE SEVERITY OF MALFUNCTION SELECT OPTION (1) SELECT LANDING ZONE SELECT ALTITUDES, AIRSPEED, AND FLIGHT ROUTE	MOTOR SEARCH AREA FOR SAFE LANDING SONE PERFORM LANDING MANEUVER AIRCRAFT PERFORM LANDING
LAND IMPEDIATELY RETURN TO BASE		DETERMINE MALFUNC- TION OF FLIGHT CONTROLS EVALUATE SEVERITY SELECT OPTION (1) SELECT LANDING ZONE SELECT ALTITUDES, ARESECT ALTITUDES, FLIGHT ROUTE	SEARCH AREA FOR SAFE LANDING PERFORM LANDING MANEUVER AIRCRAFT PERFORM LANDING
		EVALUATE SEVERITY OF MALFUNCTION SELECT OPTION (1) SELECT LANDING ZONE SELECT ALTITUDES, ATRSPEED, AND FLIGHT ROUTE	SEARCH AREA FOR SAFE LANDING ZONE PERFORM LANDING MANEUVER AIRCRAFT PERFORM LANDING
		SELECT OPTION (1) SELECT LANDING ZONE SELECT OPTION (2) SELECT ALTITUDES, ARSPEED, AND FLIGHT ROUTE	SEARCH AREA FOR SAFE LANDING ZONE PERFORM LANDING MANEUVER AIRCRAFT PERFORM LANDING
		SELECT LANDING ZONE SELECT OPTION (2) SELECT ALTITUDES, ATRSPEED, AND FLIGHT ROUTE	PERFORM LANDING MANEUVER AIRCRAFT PERFORM LANDING
		SELECT OPTION (2) SELECT ALTITUDES, ARSPEED, AND FLIGHT ROUTE	MANEUVER AIRCRAFT PERFORM LANDING
		SELECT ALTITUDES, ARSPEED, AND FLIGHT ROUTE	MANEUVER AIRCRAFT PERFORM LANDING

WISUAL AUDITORY/OLFACTORY TACTILEP AUSUAL AUDITORY/OLFACTORY TACTILEP A UNEUAL NOISE WHEN I STIFF FLIGHT CONTROL IS ROUSED CONTROL CON	TROLS TACTILE/PROPRIOCEPTIVE
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 DECISION OPTIONS	COMMENTS	RESPONSES	INSES
		PERCEPTUAL	MOTOR
 RETURN TO BASE	THE OHSB AIRCRAFT CAN BE FLOWN WITHOUT HYDRAULIC ASSIST	RECOGNIZE HYDRAULIC FAILURE	
	THE UH-1 SHOULD BE FLOWN BACK TO A RUNMAY AND A RUNNING LANDING ACCOMPLISHED	DETERMINE FLIGHT ALTITUDE, AIRSPEED AND ROUTE	ADJUST FLIGHT CON- TROLS TO MAINTAIN SELECTED ATTITUDE
			CHECK FOR FAILURE OF HYDRAULIC POWER SWITCH
			IF POWER NOT RE- STORED, HYDRAULIC POWER SWITCH OFF
			PERFORM RUNNING LANDING
		AH-1 SYSTEM #1 SELECT AIRSPEED,	CHECK EMERGENCY COLLECTIVE HYDRAU- LIC SWITCH OFF
		FLIGHT ROUTE	DISENGAGE YAW SCAS
			AIRCRAFT WEAPONS SIGHT CIRCUIT BREAKER OUT
			CHECK HYDRAULIC POWER CIRCUIT BREAKER
		AH-1 SYSTEM #2	
		SELECT AIRSPEED, ALTITUDE AND FLIGHT ROUTE	CHECK EMERGENCY COLLECTIVE HYDRAU- LIC SWITCH OFF
			DISENGAGE ROLL AND PITCH SCAS
			AIRCRAFT WEAPONS SIGHT CIRCUIT BREAKER OUT
			CHECK HYDRAULIC POWER CIRCUIT BREAKER
		AH-1 SYSTEM #1 AND #2	
		SELECT AIRSPEED, ALTITUDE AND FLIGHT ROUTE	ADJUST FLIGHT CONTROLS TO MAINTAIN SELECTED ATTITUDE
			CHECK EMERGENCY COLLECTIVE HYDRAU- LIC OFF
			DISENGAGE SCAS
			PERFORM RUNNING LANDING

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	AVAILAB	AVAILABLE CUES	
VISUAL	AUDITORY/OLFACTORY	TACTILE/PROPRIOCEPTIVE	KINESTHETIC
2 MASTER CAUTION LIGHT ON	HYDRAULIC SERVOS WILL POSSIBLY	3 FLIGHT CONTROLS WILL BECOME STIFF	NONE
2 HYDRAULIC PRES- SURE LIGHT ON	3000	3 EXCESSIVE FEED- BACK IN FLIGHT CONTROLS	
AH-1			
2 HYDRAULIC #1 LIGHT ON	1 HYDRAULIC SERVOS WILL POSSIBLY	3 PEDALS BECOME STIFF	
2 MASTER CAUTION ON	TURRET MAY OSCI- LATE MAKING NOISE		
2 HYDRAULIC LIGHT #2 ON	1 HYDRAULIC SERVOS WILL POSSIBLY	3 CYCLIC STIFF	
2 MASTER CAUTION ON	MAKE NOISE	3 COLLECTIVE STIFF	
2 HYDRAULIC #1 AND #2 LIGHTS ON	1 HYDRAULIC SERVOS	3 FLIGHT CONTROLS WILL HAVE EXCES-	
2 MASTER CAUTION ON	MAKE MOISE		

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(1) LAW 1998DIATELY THE CHOICE WILL DEPTHO UPON 015- [27 RETURN TO BASE [28 RETURN TO BASE [29 RETURN TO BASE [20 RETURN T		DECISION OPTIONS	COMMENTS	RESPONSES	INSES
(1) LAND IMPEDIATELY THE CHOICE WILL DEPEND UPON DIS- EXPERIENCE SELECT LANDING AREA (2) RETURN TO BASE RECOGNIZE CHIP DETERMINE CHIP DET	CINESTHETIC			PERCEPTUAL	MOTOR
(2) RETURN TO BASE RECOGNIZE CHIP DETERMINE CHIP LIGGATION SELECT FLIGHT PATH TO BASE		(1) LAND IMMEDIATELY	THE CHOICE WILL DEPEND UPON DIS- TANCE TO BASE AND PILOT'S EXPERIENCE	RECOGNIZE CHIP DETECTOR SELECT LANDING AREA	PERFORM LANDING
(2) RETURN TO BASE GEGGALIOR GITCHON LOCATION SILECT FLIGHT PATH TO BASE				DETERMINE CHIP LOCATION	
SELECT FLIGHT PATH TO BASE		(2) RETURN TO BASE			
SELECT FLIGHT PATH TO BASE				DETERMINE CHIP LOCATION	DEPRESS CHIP TEST SWITCH (UH-1)
SELECT FLIGHT PATH TO BASE					DEPRESS CHIP QUADRANT LIGHT (AH-
					MANEUVER AIRCRAFT TO BASE AND PERFORM LANDING

		KINESTHETIC				
	ILE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE		(UH1) TRANS/ROTOR SWITCH	(AH-1) QUADRANT	
CHIP DETECTOR	AVAILABLE CUES	AUDITORY/OLFACTORY	NONE			
CONTINGENCY:		VISUAL			3 (AH-1) CHIP DETECTOR QUADRANT LIGHT	

	DECISION OPTIONS	COMMENTS	RESPONSES	INSES
			PERCEPTUAL	MOTOR
_	(1) SELECT STANDBY GENERATOR	THE STANDBY GENERATOR IN THE UH-1 IS SUFFICIENT TO ALLOW MISSION	RECOGNIZE GENERATOR FAILURE	RESET MASTER CAUTION
		COMPLETION	DETERMINE STANDBY GENERATOR OPERATING	CHECK INSTRUMENTS
	(2) ATTEMPT RESET OF MAIN GENERATOR WHEN TIME AND ALTITUDE PERMIT	WHEN TIME AND ALTITUDE PERMIT		CHECK CIRCUIT BREAKERS IN
-				GENERATOR SWITCH TO RESET, ON
			DETERMINE MAIN GEN- ERATOR OPERATING	CHECK CAUTION LIGHT OFF
				IF GENERATOR NOT RECOVERED, SWITCH OFF
	0H58 AND AH1G			SHUT OFF HOR-
	ATTEMPT RESET OF MAIN GENERATOR	AIRCRAFT SYSTEMS WILL RUN OFF BATTERY POWER BUT WILL DRAIN		ESSENTIAL SYSTEMS
	LAND AS SOON AS PRACTICAL	BATIERT VERT QUICKLY; HEKEFORE LANDING AND SHUTDOWN IS NECESSARY		CHECK CIRCUIT BREAKERS IN
				RESET GENERATOR SWITCH THEN BACK TO ON
				CHECK CAUTION PANEL
				LIGHT ON: GENERATOR SWITCH OFF
				ELECTRICAL SWITCHES OFF
			SELECT SAFE LANDING AREA	PERFORM LANDING

			N A A A A A A A A A A A A A A A A A A A
		KINESTHETIC	(AH) 5 ONLY) (AH) 5 ONLY)
JE .	AVAILABLE CUES	TACTILE/PROPRIOCEPTIVE	NONE
DC GENERATOR FAILURE	AVAILAB	AUDITORY/OLFACTORY	4 SCAS CHANNELS OISTNAGENT (AH1G ONLY)
CONTINGENCY:		VISUAL	2 DC GENERATOR 2 JG F T T T T T T T T T T T T T T T T T T

		MOTOR	CHECK ENGINE IN- STRUMENTS MOYITOR ENGINE PERFORMANCE	PERFORM LANDING
	RESPONSES	PERCEPTUAL		AREA AREA
	COMMENTS		THE FUEL FILTER BYPASS LIGHT INDI-RECOGNIZE FUEL CON- CATES CONTAMINATED FUEL BEING PUMPED FROM THE FUEL CELL. AS MUCH AS 30 MINUTES MAY PASS BE. EVALUATE EFFECT ON FORE FILTER IS ACTUALLY BYPASSED. ENGINE PERFORMANCE HOWEVER, ENGINE MALEMOTION OR FLAMEOUT MAY OCCUR AT ANY TIME	
	DECISION OPTIONS		LAND AS SOON AS PRACTICAL	
		KINESTHETIC	POSSIBLE CHANGE IN ENGINE PURCHANGE	
	LE CUES	ACTILE/PROPRIOCEPTIVE	NONE 4	
CONTINGENCY: CLOGGED FUEL FILTER	AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NONE	
CONTINGENCY:		VISUAL	MASTER CAUTION 2 FUEL FILTER LIGHT 3 FUEL PRESSURE GAUGE	

(2) LANG IMMEDIATELY CHECK ENGINE OIL BYPASS SWITCH POSITION	BYPASS SWITCH DETERMINE WHETHER IMMEDIATE LANDING 15 REQUIRED SELECT OPTION (1) SELECT OPTION (1) SELECT OPTION (1) SELECT OPTION (2) ALTITUDE AND FLIGHT PATH	
	SELECT OPTION (1) SELECT ATRSPEED, ALTITUDE AND FLIT PATH SELECT OPTION (2)	
	SELECT OPTION (1) SELECT AIRSPEED, ALTITUDE AND FLIP PATH SELECT OPTION (2)	
	SELECT AIRSPEED, ALTITUDE AND FLIF PATH SELECT OPTION (2)	
	SELECT OPTION (2)	
	SELECT OPTION (2)	
	SELECT LANDING ZONE	

		KINESTHETIC	NONE	
HT	ILE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NONE	
ENGINE OIL BYPASS LIGHT	AVAILABLE CUES	AUDITORY/OLEACTORY	NONE	¥
CONTINGENCY:		VISUAL	1 WASTER CAUTION 2 ENGINE OIL BY- ENGINE OIL BY- BY- ENGINE OIL PRESSURE GAUGE RADS LOM 2 ENGINE OIL PRESSURE LIGHTS ON 3 ENGINE OIL TEMPERATURE GAUGE READS HIGH	

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3	ONTINGENCY:	CONTINGENCY: TRANSMISSION OIL BYPASS (AH-1 ONLY	ASS (AH-1 ONLY)					
		AVAILABLE CUES	ILE CUES		DECISION OPTIONS	COMMENTS	RESPONSES	ONSES
	VISUAL	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	TACTILE/PROPRIOCEPTIVE	KINESTHETIC			PERCEPTUAL	MOTOR
-	MASTER CAUTION LIGHT ON	NONE	NONE	NONE	(1) RETURN TO BASE	ENGINE POWER SHOULD BE MAINTAINED AT ALL TIMES. DO NOT ENTER AUTO-		CHECK TRANSMISSION OIL TEMPERATURE
7	TRANSMISSION OIL BYPASS LIGHT ON					NOTATION OF THE PROPERTY OF TH		CHECK TRANSMISSION OIL PRESSURE
m	TRANSMISSION OIL PRESSURE OUT OF						SELECT OPTION (1)	RESET MASTER CAUTION
<u>m</u>	TRANSMISSION OIL						ALTITUDE AND FLIGHT	
	OUT OF TOLERANCE							MANEUVER AIRCRAFT ON SELECTED ROUTE
								CHECK TRANSMISSION OIL TEMPERATURE
								CHECK TRANSMISSION OIL PRESSURE
					(2) LAND IMMEDIATELY		SELECT OPTION (2)	SEARCH AREA FOR SAFE LANDING ZONE
_							SELECT LANDING ZONE	PERFORM LANDING

RESPONSES	PERCEPTUAL MOTOR	PLACE INVERTER IN SMITCH IN STANDBY POSITION WHEN ALTITUDE AND TIME PERMIT: REFERENCE STANDS SCAS.		DETERMINE MAIN INVERTER OPERATING CAUTION LIGHT OFF	IF NOT RECOVERED, SWITCH TO STANDBY		
COMMENTS	PERCI	STANDBY INVERTER IS SUFFICIENT FOR MISSION COMPLETION. RESET- TING OF THE MAIN INVERTER CAN BE TAILED AFTER GAINING ALTITUDE OR LANDING	SELECT OPTION (2)	DETERMINE			
			MAIN INVERTER				
DECISION OPTIONS		(1) SMITCH TO STANDBY	(2) ATTEMPT RESET OF MAIN INVERTER				
	NESTHETIC	S INOPERATIVE -1G)					

	AVAILABLE CUES	KINESTHETIC	4 SCAS INOPERATIVE (AH-1G)
AILURE		AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NONE
AIRCRAFT INVERTER FAILURE		AUDITORY/OLFACTORY	4 SCAS CHANNELS (INT. 1G) (AH-1G)
CONTINGENCY:		VISUAL	2 MASTER CAUTION 3 AIRCAAFT INVERT- ER LIGHT 1 PRESSURE INSTRU- MENTS

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	RESPONSES	мотоя	SEARCH AREA FOR SAFE LANDING ZONE ADUST FLIGHT CONTROLS AND PERFORM LANDING
		-	
	38	PERCEPTUAL	SELECT LANDING ZONE BE PREPARED FOR EN- GINE FAILURE
	COMMENTS		A SINGLE ELEMENT FAILURE WILL TILLUMINATE THE CATION LIGHT. THE PLIOT SHOULD BE PREPARED SINCE A AALURE ELEMENT WILL RESULT IN ENGINE FAILURE
	DECISION OPTIONS		LAND IMEDIATELY
	E CUES	KINESTHETIC	NONE
INE FUEL PUMP		ACTILE/PROPRIOCEPTIVE	NONE
SINGLE ELEMENT ENGINE FUEL PUMP	AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NOM S
CUNTINGENCT.		VISUAL	LIGHT ON LIGHT ON LIGHT ON LIGHT ON

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		•
	KINESTHETIC	NONE
UMP FAILURE AVAILABLE CUES	TACTILE/PROPRIOCEPTIVE	NONE
FUEL BOOST PUMP FAILURE AVAILABLE	AUDITORY/OLFACTORY	NONE
CONTINGENCY:	VISUAL	2 BOOST PUPP LIGHT 3 FUEL PRESSURE GAUGE

	NSES	MOTOR	ADUIST FLIGHT CON- TROLS TO REGAIN STABLE FLIGHT CON- DISENGAGE SCAS CHANNELS/CHANNEL MANEUVER AIRCRAFT AND PERFORM LANDING
	RESPONSES	PERCEPTUAL	DETERMINE AF- FECTED SCAS GHANNEL/CHANNELS SELECT APROPAI- ATE AIRSPEED, ALTITUDE, ROUTE
	COMMENTS		THE AN-1 CAN BE FLOWN WITHOUT SCAS BUT CONTROL FEEL IS SOME-WHAT ANKWARD
	DECISION OPTIONS		(2) CONTINUE
	e cues	KINEST"ETIC	CONTROL POSITION
DOVER) (AH-1 ONLY)		ACTILE/PROPRIOCEPTIVE	FLIGHT CONTROL
SCAS FAILURE (HARDOVER) (AH-	AVAILABLE CUES	AUDITORY OLFACTORY TACTILE PROPRIOCEPTIVE	NONE
CONTINGENCY:		VISUAL	ATTITUDE ATTITUDE

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RESPONSES	PERCEPTUAL MOTOR	MANCE PARED FOR COLO WEATHER OPERATIONS (THE PARTICLE SEPARATIONS (THE PARTICLE SEPARATION REMAYED). THERE IS NOT MUCH THAT CAN BE CONTINUED FIIGHT MONITOR ENGINE ON THE SEPARATOR.	(2) DETERMINE THAT MONITOR ENGINE FLIGHT IS IM- INSTRUMENTS POSSIBLE ADJUST FLIGHT CON-TROLS SO AS TO REWIN WITHIN WITHIN TO A FIRCH ADDITIONAL PROPERTY OF A FIRCH ADDITIONAL PROPERTY OF A FIRCH ADDITIONAL PROPERTY OF A FIRCH A FIRCH ADDITIONAL PROPERTY OF A FIRCH ADDITIONAL PRO	SELECT LANDING PERFORM APPROACH AREA AND LANDING AND LANDING			
DECISION OPTIONS		(1) (AH-1) OPEN AIR SCREEN MONITOR ENGINE PERFORMANCE	(2) (UH-1) (OH-58) LAND INMEDIATELY				

		KINESTHETIC	
		KINES	NONE
SCREENS)	AVAILABLE CUES	AUDITORY/OLFACTORY TACTILE/PROPRIOCEPTIVE	NONE
ENGINE ICING (AIR SCREENS)		AUDITORY/OLFACTORY	NONE
CONTINGENCY:		VISUAL	1 MASTER CAUTION LIGHT ON LIGHT ON COORDAN 2 ENGINE INCE LIGHT ON (UH-1) 3 CREW MAY SEE BUILD-UP OF ICE BUILD-UP OF ICE ACCESSARY 3 EGT HIGH ACCESSARY LOM ACCESSARY LOM ACCESSARY ACCESSA

TRAINING OBJECTIVES

The detailed specifications of aircrew task requirements and contingency performance requirements provided the data base for identifying the training objectives that would have to be met to achieve aircrew proficiency in NOE operations. Each aircrew task and contingency performance requirement was examined in terms of its uniqueness to NOE operations or the degree to which it is performed differently at NOE altitudes than at higher altitudes. For each NOE-relevant task that was identified, the end product or outcome behavior was defined which would demonstrate an aviator's capability to perform that task. When quantitative criteria of the adequacy of performance could be identified, these were noted as potential standards for performance assessment.

These descriptions of end-product performance capabilities are the training objectives. They are listed in the mission phase/segment/function format so that they can be related to the task-analysis data from which they were derived.

The lists of training objectives, along with the task-analysis data, were delivered to operational units at Fort Ord, Fort Bragg, Fort Knox, and Fort Hood and to NOE flight instructors at the Army Aviation School at Fort Rucker. They reviewed both sets of data and verified the accuracy and relevance of almost all of the items in the lists of objectives. They suggested several changes and a few additions, which have been incorporated into the final lists.

NOE TRAINING OBJECTIVES

OBJECTIVES

PERFORMANCE CRITERIA

A. PREFLIGHT

A.1 MISSION PLANNING

A.1.1 Receive Briefing

- A.1.1.1 The aviator will be able to understand and execute a standard mission order.
- A.1.1.2 The aviator will be able to identify the local sources of all information used in the preparation of a standard mission order.
- A.1.1.3 The aviator will state the definition and purpose of NOE flight as it applies to his unit's mission and the aircraft/ground units he is (will be) assigned to operate with.
- A.1.1.4 The aviator will prepare a usable mission order when presented with the following data:
 - Intelligence reports
 - Reconnaissance reports
 - Appropriate maps and charts
 - Disposition of friendly forces
 - Command and signal information
 - Administrative and logistics information.

A.1.2 Select Maps

The aviator will be able to identify, select, and obtain the map product(s) appropriate to the mission to be flown.

A.1.2.1 The aviator will identify the map products suitable for use in planning and executing NOE missions.

Correct performance of mission defined in the briefing.

Mission order must contain all information required to allow another aviator to successfully perform the mission called out by the mission order.

The aviator will be able to list the types of map products available and describe the information which can best be gathered from each type.

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PERFORMANCE CRITERIA

OBJECTIVES

- A.1.2.2 The aviator will be able to obtain or locate the current hazard map(s) for the area(s) in which he will be operating.
- A.1.2.3 The aviator will be able to determine the currency of available map products.
- A.1.3 Map Interpretation
- A.1.3.1 The aviator will identify and interpret contour lines and those map symbols representing geographic and noticeable cultural features of particular use in conducting NOE operations.

A.1.3.2 The aviator will describe the cartographic conventions used to depict typical geographic and cultural features on 1:50,000-scale topographic maps.

- A.1.3.3 The aviator will demonstrate that he can interpret the coding systems used on tactical maps to plan integrated ground and air operations.
- A.1.3.4 Given the eight-digit coordinates of a point, the aviator will demonstrate that he can locate that point on a 1:50,000-scale map.
- A.1.3.4.1 Given the eight-digit coordinates of a point and a 1:50,000-scale map, the aviator will describe the geographic or cultural features in the vicinity of that point that he would expect to observe while approaching that point at NOE altitudes.
- A.1.3.5 Given the latitude and longitude of a point, the aviator will be able to locate that point on the appropriate maps and will be able to describe that location in sixdigit coordinates

Ninety percent accurate interpretation on an objective written examination.

Ninety percent correct recognition and interpretation of codes on an objective written examination.

Location: ±50 meters of specified point.

Eighty percent accuracy.

Location: ±100 meters.

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- A.1.3.6 Given a reconnaissance photograph of a geographic feature or checkpoint, the aviator will be able to locate that feature on a 1:50,000-scale map.
- A.1.3.7 Given the eight-digit coordinates of a point, an appropriate chart, and a selection of reconnaissance photographs, the aviator will locate the point on the chart and select the reconnaissance photograph(s) of that point.

A.1.4 Receive Weather Briefing

The aviator will list those aspects of *local* weather that have a direct affect on NOE flight and tactical mission accomplishment.

- A.1.5 Flight Planning
- A.1.5.1 Given a mission order or field order and current maps of the area of operations, the aviator will determine a flight corridor that satisfies the requirements of a mission at NOE altitudes.
- A.1.5.1.1 Given a current map and a preplotted course, the aviator
 will select and plot the location of checkpoints he believes
 will be visible during NOE
 flight along that route.
- A.1.5.2 Given a properly prepared mission order, the aviator will select a route, select checkpoints, and plot a flight corridor and checkpoints on a 1:50,000-scale map using the following as a basis for selection:
 - Ease of navigation
 - Shortest route
 - Maximum masking against radar/ visual detection
 - Location of friendly units
 - Avoidance of friendly artillery
 - Location of known enemy units
 - Familiar terrain
 - · Hazards.

PERFORMANCE CRITERIA

Ninety percent correct identification of feature's location.

Location: ±50 meters. Ninety percent correct in photograph selection.

IP verification during a flight over the course at NOE altitudes.

- A.1.5.3 The aviator will identify and plot alternative routes or segments that would be used to meet each of the criteria listed in A.1.5.2.
- A.1.5.4 Given a standard field order or a mission order and the appropriate maps, the aviator will plot the locations of the following:
 - Friendly positions
 - Enemy locations
 - Friendly artillery positions
 - Impact areas
 - Avoid areas
 - Obstacles that would affect NOE flight.
- A.1.5.5 Given the appropriate maps and the location and composition of a suspected enemy force, the aviator will plot the following:
 - Logical location for FARPs for the specified type of mission
 - Maneuver area
 - Possible attack positions
 - Possible OP/firing positions
 - Alternate routes into and out of the attack and OP/firing positions
 - Location of possible landing zones along the flight corridor
 - Possible anti-helicopter ambush positions.

(As the aviator's proficiency increases, he should be encouraged to balance his navigation requirements against the security implications of profusely annotated maps falling into enemy hands.)

Point locations within 100 meters; areas within 200 meters.

A.1.6 Determine Maximum Flight Altitude

Given an operations order, a current map with his own or a preplanned flight route, and intelligence estimates as to the nature of the opposition forces, the aviator will be able to describe the enemy weapons systems he would probably encounter and the impact of those weapons systems on the conduct/flight route of the proposed mission.

IP comparison of selected course/altitudes against those expected on the basis of available information.

A.1.7 Calculate Estimates

- A.1.7.1 Given the information resulting from A.1.4.2 above, the aviator will calculate ETAs for each checkpoint and for the total flight.
- A.1.7.2 The aviator will fly the mission developed under A.1.5.2 and will attempt to maintain the ETAs calculated in A.1.7.1. As required during the flight, the aviator will adjust his ETAs to compensate for weather, visibility, terrain, and changes in mission requirements.

ETAs ±three minutes, with allowances made for enroute ETA changes.

- A.1.8 Determine Fuel Requirement
- A.1.8.1 From the mission order, the flight route plotted on the chart, and other available data, the aviator will calculate the total distance and total time to be covered during the mission.
- A.1.8.2 Based on the above, and the performance specification for his helicopter, the aviator will compute maximum fuel allowable, minimum fuel required, and the required location of FARP.
- A.1.9 File Flight Plan

The aviator will prepare and file a properly executed flight plan which complies with all local regulations pertaining to NOE flights.

IP will determine that all unit SOPs, base SOPs, and FAA regulations have been complied with in the preparation and filing of the flight plan.

A.2 MISSION COORDINATION

A.2.1 Brief Crew

Given a standard mission order, flight plan, and appropriate maps, the pilot will brief the crew members on the mission and will cover at least the following:

- Entry and exit routes
- CEOI in effect
- Radio call signs and frequencies
- Checkpoints/terrain features
- Possible problems
- Crew duties
- Emergency procedures
- Mission function
- Enemy situation
- Friendly situation
- Escape and evasion procedures.

A.2.2 Brief Passengers

The aviator will describe the briefing that would be provided to passengers to be carried during an NOE mission.

A.3 AIRCRAFT PREFLIGHT

The aviator will perform all preflight checks and inspections required for his aircraft.

A.4 SYSTEM CHECKS

The aviator will perform all system checks in accordance with the aircraft -10 and checklists. Particular attention will be given to:

- Power available
- Power required for hover
- Flight control response
- Normal instrument readings.

B. DEPARTURE

B.1 HOVER

B.1.1 The aviator will demonstrate his ability to hover the aircraft in a stable mode into the wind, crosswind, and downwind. Downwind hover in winds up to 15 knots.

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B.1.2 The aviator will demonstrate his ability to conduct a hover check both in and out of ground effect.

B.2 TAKEOFF

- B.2.1 The aviator will demonstrate his ability to perform a maximum performance takeoff.
- B.2.2 The aviator will demonstrate his ability to perform a confined area takeoff.
- B.2.3 The aviator will demonstrate his ability to perform a downwind takeoff.

C. ENROUTE

- C.1 MONITOR/ADJUST AIRSPEED
- C.1.1 The aviator will demonstrate his ability to accurately navigate within the airspeed envelope that his assigned aircraft and mission require during NOE flight.
- C.1.2 The aviator will demonstrate his ability to adjust his airspeed at NOE altitudes to the terrain conditions of the area he is operating in.

C.2 MONITOR/ADJUST ALTITUDE

The aviator will be able to select, adjust, and maintain the aircraft at a prescribed altitude above the terrain.

C.2.1 The aviator will be able to list the altitude restrictions applicable to NOE operations in his aircraft.

C.2.2 The aviator will identify the types of terrain obstacles/flight hazards common to the environment in which he is/will be flying and will be able to describe the action to be taken to clear these obstacles. Continuous knowledge of relative position ±100 meters during NOE flight at airspeeds assigned by the Instructor Pilot.

As close to earth's surface as terrain features and vegetation allow, and as low as the tactical situation requires.

- C.2.3 The aviator will describe the limits and accuracy of the altitude sensing systems in his aircraft and describe the procedure for checking those systems prior to flight (including radar altimeter if installed).
- C.2.4 The aviator will be able to describe the external visual cues to be used in maintaining his aircraft at NOE altitudes in mountainous terrain, rolling hills, and flat lands.
- C.2.5 The aviator will be able to execute a quick stop into the wind without changing altitude.
- C.2.6 The aviator will be able to execute a downwind quick stop without changing altitude.
- C.2.7 The aviator will describe the procedures/techniques to be employed to prevent his aircraft from being subjected to zero g or negative g forces.
- C.2.8 The aviator will describe the conditions under which divergent roll can occur in his assigned aircraft and what the effects can be. He will describe corrective actions to be applied to prevent/cure the occurrence of this condition.
- C.3 MONITOR/ADJUST HEADING
- C.3.1 The aviator will demonstrate that he can select and maintain an appropriate ground track, from a chart or from verbal commands, while operating NOE.
- C.3.2 The aviator will demonstrate that he can navigate a preplanned route while operating NOE and taking maximum advantage of available cover from geographic, vegetation, or cultural features.

Quick stops will terminate in a hover and will not result in the aircraft rising above the terrain features being used for masking.

Checkpoint location ±50 meters.

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C.4 MONITOR INSTRUMENTS

The aviator will check flight instruments for appropriate indications.

C.5 FLIGHT SAFETY

The aviator must demonstrate his ability to detect and identify possible flight hazards around his aircraft.

- C.5.1 The aviator will fly a route selected by the IP/check pilot and identify all flight hazards occurring along his line of flight. He will communicate the nature and location of all these hazards to the IP and will adjust aircraft speed, heading, and/or altitude to avoid these hazards.
- C.5.2 The aviator will describe the cues to common hazards (wires, etc.) in the area he will be flying.
- C.5.3 The aviator will be able to detect other aircraft (friendly/enemy) in the NOE environment and perform maneuvers required to avoid collision/engagement.
- C.6 MAINTAIN MASK

The aviator will demonstrate his ability to execute a preplanned NOE mission without exposing his aircraft to radar and/or visual detection (see D.5.1).

- C.6.1 Given a preplanned flight plotted on a 1:50,000-scale map, the aviator will be able to identify and describe the features that will be able to provide masking for his aircraft during each segment of the flight.
- C.6.1.1 Given a preplanned flight plotted on a 1:50,000-scale map, the aviator will be able to identify possible anti-helicopter ambush sites along his proposed flight path.

PERFORMANCE CRITERIA

All items checked. All conditions reported accurately.

Hazard clearance procedures in accordance with applicable safety procedures, tactics, and aircraft performance parameters.

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PERFORMANCE CRITERIA

- C.6.1.2 The aviator will describe how to use vegetation for physical and color masking during NOE flight.
- C.6.2 While in flight, the aviator will identify terrain features that will mask his aircraft from visual and/ or radar detection, given probable location of observer or radar unit.
- C.6.2.1 The aviator will verbally describe the characteristics of the surrounding terrain that are masking his aircraft from visual/radar detection.
- C.6.3 The aviator will adjust aircraft altitude, airspeed, and heading to maintain masking while flying a given area.

Aircraft masked from radar/ visual detection while in flight. Exposure to ground observers for less than ten seconds.

- C.7 & C.8 MONITOR/MAINTAIN OBSTACLE
 CLEARANCE
- C.7.1 The aviator will describe the current operational and safety regulations governing obstacle clearance for the area he is operating in.
- C.7.2 The aviator will demonstrate the prescribed clearances and obstacle avoidance in his helicopter, while flying in proximity to preselected obstacles.
- C.7.3 The aviator will demonstrate confined area hovering, takeoffs, and landings.
- C.7.4 The aviator will describe and demonstrate the proper crew coordination and procedures to be used during enroute flight.

Vertical and horizontal clearances in accordance with the operational and safety regulations in force.

Vertical and horizontal clearances in accordance with the operational and safety regulations in force.

PERFORMANCE CRITERIA

C.7.5 While in flight, the aviator will verbally identify or acknowledge the location of all potential flight hazards in proximity to his line of flight.

±50 meters of intended flight path.

C.9 DETERMINE POSITION

The aviator will demonstrate his ability to determine his position at all times during the NOE missions he is required to perform.

C.9.1 While in flight, the aviator will be able to locate and identify prominent visible terrain features on his map. Position of terrain features on the map within 100 meters.

- C.9.2 While in flight, the aviator will be able to estimate his distance and bearing from an observed terrain feature.
- C.9.3 While in the aircraft, the aviator will be able to plot a location line intersection.
- C.9.4 The aviator will successfully locate and identify 100% of all preplanned checkpoints while flying NOE.
- C.9.5 When provided with an enroute flight plan change, the aviator will be able to select a route to meet the changed mission requirements and successfully navigate that route within the constraints imposed by the new mission requirements.
- C.9.5.1 At any time during an NOE mission, the aviator will be able to locate his position by visual reference or intersection.
- C.9.5.2 The aviator will select the best route to his new destination. The selected course must answer the specific mission requirements associated with the mission change order.

Position of aircraft in six-digit coordinates of indicated position.

Correlation of planned route checkpoints against those identified in flight with 100% accuracy.

Position of aircraft marked on the map ±100 meters of indicated position.

PERFORMANCE CRITERIA

C.9.6 The aviator will demonstrate his ability to recognize when he is disoriented and will be able to recover from that disorientation. Recognition of deviation from preplanned route by an unknown amount.

C.9.7 The aviator will demonstrate the procedures for bringing his aircraft back onto his planned route or plotting a new course from his present position to his destination.

Position ±50 meters.

C.9.7.1 The aviator will locate his position through visual reference, intersection, or barrier search.

C.9.7.2 The aviator will be able to identify barrier features and locate them on his map.

C.9.7.3 The aviator will perform a location line intersection to determine his position (with respect to the barriers). Position ±50 meters.

C.9.7.4 The aviator will be able to locate and identify a checkpoint close to his aircraft position which is identifiable on his map.

Checkpoint to map correlation = ±50 meters.

C.9.7.5 The aviator will plot a course from this checkpoint to the next checkpoint on his original course or to his destination (see C.9.5).

Aviator should not exceed .5 kilometer deviation from preplanned route.

C.9.7.6 The aviator will be able to recognize his disorientation, perform 180° turn, and return to last known location or checkpoint.

C.10 INTERPRET TERRAIN

The aviator will be able to interpret the nature and characteristics of terrain viewed at NOE altitudes in terms of his mission requirements; specifically he must be able to identify and relate prominent terrain features to preselected checkpoints and cartographic features on the maps and charts he is being trained with.

- C.10.1 The aviator will be able to list the:
 - · geographic,
 - · vegetation,
 - hydrographic, and
 - cultural

features that are expected to be of the most use while navigating NOE in the area of operations.

- C.10.2 The aviator, while in flight at NOE altitudes, will be able to correctly identify geographical features and correlate them with the cartographic representations on his 1:50,000-scale map.
- C.10.3 The aviator will demonstrate that he can read and interpret the categories of aerial photography that his assigned mission(s) require.
- C.10.4 The aviator will demonstrate his ability to prepare the type of handdrawn maps that his assigned mission(s) require.
- C.11 CREW COORDINATION

The aviator will demonstrate and maintain a system of crew coordination to be utilized during all NOE flights.

- C.11.1 The pilot will brief the copilot/
 navigator, observer, and/or crew
 chief on their responsibilities
 during NOE operations. The communications discipline and procedures
 to be used will be stated.
- C.11.2 Crew members will establish a continuous dialogue on position, flight path, checkpoints, surrounding terrain, enemy activity, and obstacles.
- C.11.3 Crew members will advise the pilot of all required course changes and will describe the type of terrain/ checkpoints to be expected.

In accordance with local SOPs.

Standard phraseology for terrain features must be adopted between crew members.

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PERFORMANCE CRITERIA

OBJECTIVES

- C.11.4 Copilot/navigator will be responsible for radio monitoring and assist in instrument crosschecks.
- C.12 COMMUNICATE POSITION AND CLEARANCE INFORMATION

The aviator will demonstrate the procedures for communicating position information and requesting clearance and hazard information while enroute.

In accordance with CEOI in effect.

C.12.1 The aviator will list the data elements that compose a tactical position report. One-hundred percent accuracy.

C.12.2 The aviator will request an artillery clearance in accordance with local procedures.

One-hundred percent accuracy.

C.12.3 The aviator will list the information to be contained in artillery and TAC air advisories. One-hundred percent accuracy.

C.12.4 Given a chart of the area of operations and an artillery advisory message, the aviator will be able to plot the location of impact areas, and gun target lines.

C.12.5 The aviator will demonstrate that he can handle his assigned flight tasks (aircraft control/navigation) and handle the communication load expected during his assigned missions. Safe, accurate performance of assigned duties. Completion of mission.

D. ENGAGEMENT

D.1 MANEUVERS

The aviator will demonstrate his ability to perform all of the listed maneuvers in a proficient and safe manner. The emphasis in all of these maneuvers will be on positive control of the aircraft.

- D.1.1 Manuever into OP
- D.1.1.1 Given a map of the area of operations, the aviator will be able to locate/select several possible OPs.

Position located on map, identified by six-digit coordinates.

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PERFORMANCE CRITERIA

- D.1.1.2 The aviator will plot a course to the selected OP.
- D.1.1.3 The aviator will navigate the selected course to the OP (see C)
- D.1.1.4 The aviator will visually locate the position of the OP.
- D.1.1.5 The aviator will select an approach path to the OP. The pilot will verbally describe the approach direction and the route to be flown.
- D.1.1.6 The aviator will be able to estimate the wind direction and force in the OP area.
- D.1.1.7 The aviator will demonstrate his ability to estimate the size of a hover "hole" and to hover his aircraft in a confined area.
- D.1.1.7.1 The aviator will hover the aircraft in the OP
- D.1.2 Unmasking Maneuver

The aviator will be able to describe the nature of the unmasking maneuver, its purpose, and the steps required for its performance.

D.1.2.1 The aviator will demonstrate unmasking while positioned at least two rotor diameters from a masking feature.

D.1.2.2 The aviator will demonstrate unmasking while positioned within one rotor diameter from masking features. OP location ±50 meters.

The selected path should offer maximum protection from enemy observation.

Wind direction ±45 degrees; gusty vs steady.

Hover aircraft in a confined area with a blade tip clearance of 10 feet.

Stable hover at selected altitude.

IP assessment:

- Maneuver should be performed smoothly with the aircraft ascending and descending vertically.
- descending vertically.
 Aircraft drift should be as close to zero as possible.
- Aircraft should rise to an altitude just sufficient for the pilot/ observer to establish a line of sight to the target area.

(Same as D.1.2.1.)

D.1.2.3 The aviator will hover aircraft in a stable mode. PERFORMANCE CRITERIA

Heading: ±5°;

Altitude: IP assessment.

D.1.3 Mask Maneuver

The aviator will be able to describe the nature of the mask maneuver, its purpose, and the steps required for its performance.

D.1.3.1 The aviator will describe and perform all required instrument checks prior to descending. Pilot must check:

- Tach
- Warning lights
- Engine instruments
- Fuel quantity
- Force-trim switch
- Torque

D.1.3.2 The aviator will select an appropriate position to demonstrate the masking maneuver. Selected position must provide masking for aircraft and conform to the safety regulations in force.

D.1.3.3 The aviator will move the aircraft into the masked position.

Aircraft is masked from point(s) of visual and radar detection as designated by IP.

- D.1.3.3.1 The aviator will adjust the antitorque pedals to maintain directional heading, check rate of descent, obstacle clearance, and mask provided.
- D.1.4 Evasive Maneuvers
- D.1.4.1 The aviator will describe the nature of the evade-drop maneuver, its purpose, and the steps required for its performance.
- D.1.4.1.1 The aviator will demonstrate the evade-drop maneuver while operating NOE.

At the instructor's command, the pilot will position the aircraft as low as possible and place some masking feature between his aircraft and the indicated threat. Applicable safety regulations will be considered and flight obstacles must be avoided. Rate of descent should not exceed 200 feet per minute.

PERFORMANCE CRITERIA

- D.1.4.2 The aviator will describe the nature of the evade-dash maneuver, its purpose, and the steps required for its performance.
- D.1.4.2.1 The aviator will demonstrate the evade-dash maneuver while operating NOE.

At the instructor's command, the pilot will perform a high-speed dash in an indicated or selected direction while maintaining NOE altitude. Applicable safety regulations will be considered and flight obstacles must be avoided.

- D.1.5 Select and Move to New OP (see D.1.1)
- D.2 PRE-ATTACK

The aviator will demonstrate his ability to rapidly and accurately perform all of the procedural checks and maneuvers listed below. The emphasis in all of these objectives is accuracy in the procedural checks and positive control of the aircraft during all maneuvers.

D.2.1 The aviator will demonstrate the correct procedures for contacting the types of units he will be expected to support in his assignment/area of operations (see C.12). Communications procedures will be in accordance with present CEOI.

- D.2.2 The aviator will locate the selected attack/observation position.
- D.2.2.1 The aviator will plot the location of his attack/observation position.
- D.2.2.2 The aviator will visually identify the OP or checkpoint.
- D.2.2.3 The aviator will select a route into and out of the OP.

Location of OP coordinates ±50 meters.

Location of OP/checkpoint ±50 meters.

Route selected must provide maximum masking from some indicated source of detection.

- G.6 COMPRESSOR STALL
- G.6.1 The aviator will list the symptoms/
 cues that indicate a compressor
 stall condition exists/has occurred.
 Due to the momentary nature of most
 compressor stalls, the aviator must
 learn to discriminate between those
 that are momentary and those that
 will/have resulted in an engine
 failure.
- G.6.2 The aviator will demonstrate the steps to be taken to correct for compressor stalls.
- G.7 TAIL ROTOR FAILURES
- G.7.1 The aviator will identify the symptoms/ cues that indicate a tail rotor failure has occurred.
- G.7.2 The aviator will demonstrate the procedures to be executed to bring the aircraft under control after a tail rotor failure at low altitude/high airspeed and low altitude/low airspeed.
- G.7.3 Given photographs of several areas typical of the local region where NOE missions are conducted, the aviator will indicate where they would try to land the helicopter after a tail rotor failure.
- G.8 SHORT SHAFT FAILURE
- G.8.1 The aviator will identify the cues that indicate a short shaft failure has occurred.
- G.8.2 (See G.3.)
- G.9 ENGINE FIRE/ELECTRICAL FIRE/FUEL FUMES
- G.10 DC GENERATOR FAILURE
- G.11 CLOGGED FUEL FILTER
- G.12 CHIP DETECTOR LIGHT ON
- G.13 STICKY FLIGHT CONTROLS

Each of these contingencies/ emergencies can and will occur during NOE operations. By their nature, and by the nature of the possible responses that the aviator can make to them, the training objectives for these contingencies/

D.2.5.4

D.2.3 The pilot will perform a hover check prior to entering the OP (see B.1.2).

PERFORMANCE CRITERIA

During training, hover checks will be practiced at several altitudes (e.g., 25 feet, 10 feet, five feet); in practice, the hover check will be made at the altitude to be maintained in the OP.

IP assessment:

- All items checked, all conditions reported accurately
- During checks, aircraft must be hovered correctly and held stable
 - altitude ±2 feet
 - heading ±5°.
- D.2.4 The aviator will demonstrate the procedures for activating and arming the weapons system(s) aboard his aircraft.

Procedure 100% correct with no omissions. Applicable range, exercise, or operational safety procedure must be followed.

- D.2.5 Landing Zone (LZ) Reconnaissance

 The aviator will describe and demonstrate a landing zone reconnaissance.
- D.2.5.1 The aviator will estimate the length and width of the LZ.

Length and width dimensions ±20%.

- D.2.5.2 The aviator will note the location, size, type, and number of obstacles in the LZ.
- D.2.5.3 The aviator will note the direction and nature of the wind.
 - The aviator will note the approach direction for the LZ.
- D.2.5.5 The aviator will select touchdown point and departure route.

Direction ±45 degrees; gusty vs steady winds.

PERFORMANCE CRITERIA

- D.3 TARGET ACQUISITION
- D.3.1 Receive Target Data

The aviator will demonstrate his proficiency in operating the communications equipment installed in his aircraft and his ability to record and interpret target data.

Communications procedures in accordance with current CEOI.

D.3.2 Perform Observation Maneuver(s)

The aviator will demonstrate the maneuvers used during observation missions.

IP assessment.

D.3.3 Perform Visual Reconnaissance

The aviator will describe and demonstrate an area search reconnaissance.

D.3.3.1 The aviator will be able to plot the limits of the search area on his map.

±50 meters.

D.3.3.2 The aviator will describe and demonstrate the flight pattern to be flown over a designated area.

Search area visible.

D.3.3.3 The pilot/observer/copilot team when conducting an area search at NOE altitudes over unfamiliar terrain, will detect, identify and report all aggressor activities and objects.

Location: ±100 meters; size; activity; direction of movement.

D.3.3.5 The aviator will avoid enemy detection while conducting an area search against aggressor forces.

IP assessment; ground
observer reports.

- D.3.3.6 The aviator will prepare a written area reconnaissance report.
- D.4 WEAPONS DELIVERY
- D.4.1 Attack Target

The aviator will describe the procedures and tactics to be employed in attacking point and area targets with the weapons aboard his aircraft.

Arming procedures--100% with no omissions. Maneuver altitudes ±10 feet

PERFORMANCE CRITERIA

D.4.1 On a helicopter firing range, the aviator will demonstrate the procedures and maneuvers employed in attacking point and area targets.

Select direction of attack, demonstrate hovering fire.

- D.4.1.1 Acquire target.
- D.4.1.1.1 The aviator will demonstrate the procedures required to activate the weapon tracking/sight system(s) aboard his aircraft.

One-hundred percent accuracy, no omissions.

D.4.1.1.2 The aviator will demonstrate that he can visually acquire moving and stationary targets with the sight/tracking system installed in his aircraft. The aviator will demonstrate this at a hover and during forward flight.

IP assessment.

- D.4.1.2 Select armament.
- D.4.1.2.1 The aviator will describe the capabilities of armament system(s) aboard his aircraft and other aircraft assigned to his unit.

Maximum range; maximum effective range; ammunition types available.

- D.4.1.2.2 The aviator will describe the weapons to be used against various types of point and area targets.
- D.4.1.2.3 The aviator will demonstrate the procedures required to activate the weapon system(s) aboard his aircraft, and to select specific weapons or weapon mixes.

One-hundred percent accuracy, no omissions.

D.4.1.3 Track target.

The aviator will demonstrate his ability to track an acquired target with the weapon-tracking system installed aboard his aircraft.

D.4.1.4 Fire weapon(s).

The aviator will demonstrate the procedures required to fire the weapon(s) aboard his aircraft.

One-hundred percent accuracy, no omissions.

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D.4.1.4.1 On a properly supervised helicopter firing range, the aviator will fire selected weapons against point and area targets (see D.4.2).

Must equal or exceed local range standards for accuracy.

PERFORMANCE CRITERIA

- D.4.1.4.2 The aviator will adjust the aircraft flight path to bring/hold the weapon system on target.
- D.4.1.5 Report target damage.

The aviator will prepare/transmit a target damage assessment message.

In accordance with the local CEOI and SOP.

D.4.2 Attack Maneuvers

The aviator will demonstrate the procedures to be followed in executing each of the following engagement maneuvers.

- D.4.2.1 Hover/mask cresting fire.
- D.4.2.1.1 On a properly supervised helicopter firing range, the aviator will position his aircraft with a suitable mask/terrain feature between the aircraft and target.
- D.4.2.1.2 Upon receipt of a fire order/ range clearance, the aviator will unmask and fire the selected weapon (see D.4.1.4).
- D.4.2.1.3 The aviator will mask the aircraft and move to the next firing position or off the range.
- D.4.2.2 Running fire.
- D.4.2.2.1 On a properly supervised helicopter firing range, the aviator will fly toward the target at the specified airspeed and altitude.
- D.4.2.2.2 After crossing the firing line, the aviator will fire the selected weapon(s) against the targets that are visible.

Height above masking feature should be just enough to allow target acquisition and safe weapons firing.

PERFORMANCE CRITERIA

- D.4.2.2.3 During the firing run, the aviator will adjust aircraft attitude, speed, and direction to bring or hold the weapon system on target.
- D.4.2.2.4 The aviator will report target damage.
- D.4.2.3 Attack patterns and formations. The aviator will describe and demonstrate the performance required of lead and wing during

the following maneuvers. The aviator will describe and racetrack pattern against a

- D.4.2.3.1demonstrate a properly executed designated target location. The aviator will indicate the firing points and disengagement points of the pattern.
- D.4.2.3.2 The aviator will describe and demonstrate a properly executed figure-eight pattern against a designated target location. The aviator will indicate the firing points and disengagement points of the pattern.
- The aviator will describe how to D.4.2.4 apply suppressive fire while operating NOE.
- D.4.2.5 The aviator will describe and demonstrate the procedures for designating and handing-off targets with the systems available on his aircraft.
- D.4.2.6 The aviator will describe the conditions under which an engagement would be broken off and will demonstrate the procedures and maneuvers to be employed in breaking off his assigned mission.
- D.5 ENEMY DETECTION
- D.5.1 Receive Enemy Detection

IP assessment.

One-hundred percent accuracy, no omissions.

- D.5.1 The aviator will be able to describe cont. the threat that he will face in a mid-intensity conflict. He should be knowledgeable concerning both the threat force makeup (personnel and equipment) and its fire power capabilities.
- D.5.1.1 The aviator will be able to describe the visual cues and/or auditory cues that will provide indications that his helicopter has been detected.
- D.5.1.2 The aviator will describe and demonstrate the evasive maneuvers to be used against the various threats that can be expected in a midintensity conflict.
- D.5.2 Receive Hit
- D.5.2.1 The aviator will describe the typical visual and/or auditory cues that indicate the helicopter has sustained damage from enemy fire.
- D.5.2.2 The aviator will describe the checks to be made to determine the extent of aircraft damage after taking a hit.
- D.5.2.3 The aviator will describe conditions under which they would:
 - autorotate
 - land immediately
 - continue mission
 - return to base.
- E. RETURN TO BASE
- E.1 DETERMINE ROUTE OF FLIGHT (see A.1.4, A.1.5, and A.1.6)
- E.2 NAVIGATE NOE (see C)
- E.3 NOE FLIGHT (see C)

IP assessment.

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F. TERMINATION

- F.1 PERFORM PRE-LANDING CHECK
- F.2 PERFORM LANDING
- F.2.1 The aviator will demonstrate that he can properly and safely land the aircraft under normal operating conditions.
- F.2.2 The aviator will demonstrate that he can properly and safely execute a running landing.
- F.2.3 The aviator will demonstrate that he can properly and safely execute a downwind landing in winds up to 15 knots.
- F.3 POST FLIGHT
- F.3.1 The aviator will demonstrate the proper procedure for performing "hot refuel" operations for his assigned aircraft.
- F.3.2 Aircraft Post Flight

The aviator will perform a thorough post-flight inspection with particular emphasis given to:

- Main rotor and tail rotor blades
- Rotor blade attaching points
- Gearbox condition and mounting points
- Stress panels
- Skids and belly of aircraft
- F.3.3 The aviator will demonstrate the preparation of the debriefing materials required for his assigned mission(s).

G. CONTINGENCIES

G.1 EMERGENCY PROCEDURES

The aviator will list those emergencies which are the most critical during NOE operations and missions and indicate the action to be taken in the event these emergencies occur while the aircraft is being operated NOE.

To be performed in accordance with applicable SOPs and safety regulations.

PERFORMANCE CRITERIA

OBJECTIVES

- G.2 RECOVER FROM DISORIENTATION (see C.9, C.10, and C.11)
- G.3 ENGINE FAILURE
- G.3.1 The aviator will identify the symptoms/cues that indicate that an engine failure has occurred. The symptoms/cues will be listed in the order in which they could be expected to occur.
- G.3.2 The aviator will demonstrate the procedures to be taken to correct for the engine failure, or to control the aircraft without power.
- G.3.3 The aviator will demonstrate successful autorotations under the following conditions:
 - Low altitude, low airspeed
 - High hover
 - Low altitude, high airspeed
 - Hover
- G.3.4 The aviator will be able to describe the effects of variations in aircraft attitude, altitude, and speed on autorotation performance in NOE work.
- G.3.5 The aviator will describe the procedures to be followed in those situations where a successful autorotation is highly unlikely.
- G.3.6 Given photographs of several areas typical of the local areas where NOE missions are conducted, the aviator will indicate where they would try to place the helicopter in the event of an engine failure.
- G.4 LOW SIDE GOVERNOR FAILURE (see G.3)
- G.5 ENGINE DRIVEN FUEL PUMP FAILURE (see G.3)

The specific altitudes and airspeeds at which autorotations will be trained will be determined by local safety regulations.

- G.6 COMPRESSOR STALL
- G.6.1 The aviator will list the symptoms/
 cues that indicate a compressor
 stall condition exists/has occurred.
 Due to the momentary nature of most
 compressor stalls, the aviator must
 learn to discriminate between those
 that are momentary and those that
 will/have resulted in an engine
 failure.
- G.6.2 The aviator will demonstrate the steps to be taken to correct for compressor stalls.
- G.7 TAIL ROTOR FAILURES
- G.7.1 The aviator will identify the symptoms/ cues that indicate a tail rotor failure has occurred.
- G.7.2 The aviator will demonstrate the procedures to be executed to bring the aircraft under control after a tail rotor failure at low altitude/high airspeed and low altitude/low airspeed.
- G.7.3 Given photographs of several areas typical of the local region where NOE missions are conducted, the aviator will indicate where they would try to land the helicopter after a tail rotor failure.
- G.8 SHORT SHAFT FAILURE
- G.8.1 The aviator will identify the cues that indicate a short shaft failure has occurred.
- G.8.2 (See G.3.)
- G.9 ENGINE FIRE/ELECTRICAL FIRE/FUEL FUMES
- G.10 DC GENERATOR FAILURE
- G.11 CLOGGED FUEL FILTER
- G.12 CHIP DETECTOR LIGHT ON
- G.13 STICKY FLIGHT CONTROLS

Each of these contingencies/ emergencies can and will occur during NOE operations. By their nature, and by the nature of the possible responses that the aviator can make to them, the training objectives for these contingencies/

- G.14 ENGINE/TRANSMISSION OIL BYPASS LIGHT ON
- G.15 HIGH SIDE GOVERNOR FAILURE
- G.16 INLET GUIDE VANES CLOSED
- G.17 TAIL ROTOR, FIXED PITCH
- G.18 SCAS HARDOVER
- G.19 HYDRAULIC FAILURE
- G.20 LOSS OF COMMUNICATIONS
- G.21 AC INVERTER FAILURE
- G.22 BOOST PUMP FAILURE
- G.23 AIRSCREEN ICING
- G.24 LOSS OF INSTRUMENTS
- G.25 BLADE STRIKE
- G.25.1 The aviator will list the radius or diameter of the rotor disc; and when presented with visual representations of real world obstacle clearance situations, will be able to judge whether or not the helicopter can safely pass that obstacle.
- G.25.2 The aviator will describe and demonstrate the proper techniques for approaching, judging, and passing between, under, or around the following classes of obstacles:
 - Wires
 - Trees
 - Buildings.
- G.25.3 The aviator will describe the procedures to be employed to minimize aircraft damage if a wire/ tree strike is imminent and cannot be avoided.

PERFORMANCE CRITERIA

emergencies would be identical to the objectives to be met in training for helicopter flight at altitude.

It should be stressed that the difference is the very short response times that the aviator will have to deal with emergencies while operating NOE. This shortened response time necessitates becoming extremely familiar with the symptoms leading to or associated with these contingencies/emergencies. The key is quick and accurate diagnosis.

IP assessment. No blade strikes. Clearances and procedures called out by local regulations will be adhered to at all times. Local procedures regarding blade strike procedures and reporting will be covered in detail.

- G.25.4 The aviator will demonstrate that he recognizes the level of vibration that indicates an immediate landing is required.
- G.25.5 The aviator will recognize the amount of blade strike damage that would:
 - Allow the aircraft to be flown to base
 - Require patching prior to flight
 - Be too severe to be flown without major repair/replacement.
- G.26 PSYCHO-PHYSIOLOGICAL FACTORS

The aviator will be able to describe the various psychological and physiological problems he can encounter during NOE operations in his assigned missions. He will list some procedures that can be employed to aid in combating adverse psychological and physiological effects of NOE operations.